PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways; Steam Boats, and Daks, Places of Interest—Inland and along the Coast, Postal and Telegraphic Information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

No. 53,511—New Series. BOMBAY :—TUESDAY, JUNE 13, 1905. PRICE 4 ANNAS.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

Milkmaid BRAND **Milk**
LARGEST SALE in the WORLD.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing, 1905, Saturday, 3 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons
17th June	PENINSULAR	5294	INDIA	7911
24th „	EGYPT	7912	....	....
1st July	ARCADIA	6603	BRITANNIA	6525
8th „	CALEDONIA	7558	....	....
15th „	PENINSULAR	5294	MONGOLIA	9505
22nd „	ARCADIA	6603	....	....
29th „	ORIENTAL	5284	MARMORA	10509
5th Aug.	ARABIA	7903	....	....
12th „	PENINSULAR	5294	CHINA	7912
19th „	PERSIA	7951	....	....
26th „	ORIENTAL	5281	MOLDAVIA	9500
2nd Sept.	EGYPT	7912	....	....
9th „	PENINSULAR	5294	MACEDONIA	10512
16th „	CALEDONIA	7558	....	....
23rd „	ORIENTAL	5284	VICTORIA	9500
30th „	MALTA	6064	....	....

The above Steamers convey Passengers to Marseilles, Plymouth and London.

Passengers for Brindisi tranship to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on TUESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at ports on route.

FRANK RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 30th May, 1905.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms, Berths carefully selected.

SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.

RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.

PASSAGES booked to ENGLAND via JAPAN and AMERICA by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.

HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.

PASSENGERS met on arrival.

BAGGAGE shipped and cleared and Insurance effected covering all risks.

PACKAGES cleared or shipped.

CIRCULAR NOTES, BANK NOTES, DRAFTS and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.

LONDON AGENTS.—GRINDLAY & Co.

COMPAGNIE DES MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
AUSTRALIEN	6,635	Verron	15th June 1905.
VILLE de la CIOTAT	6,630	Etienne	13th July 1905
YARRA*	4,255	Sellier	10th Aug. 1905.

INTERCHANGEABLE TICKETS

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares.

TO AUSTRALIA DIRECT, AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
NERA	5,807	Schmitz	24th June 1905.
DUMBEA	5,916	Boyer	22nd July „

RETURN FARES TO AUSTRALIA.

Available for 24 months.
1st Class Rs. 745, 2nd class Rs. 585, 3rd class Rs. 295.

For further Particulars apply to

P. de BURE, Agent.
57, Esplanade Road, Bombay.

SHORT LEAVE SEASON.

The Sailings of the Messageries Maritimes Coy. fit in exactly with the requirements of Civil and Military Officers on 3 months Privilege leave.

ANCHOR LINE.

REGULAR SAILINGS TO MARSEILLES AND LIVERPOOL.

Bombay to Liverpool (all the way by sea)... Rs. 550
Bombay to Marseilles... „ 525

Passengers proceeding to London from Marseilles are charged £5 extra for Railway Tickets at current rate of exchange on the fare to Marseilles. To New York, Rs. 700; Suez, Rs. 350; Port Said, Rs. 380.

Return Ticket to Liverpool (all the way by seas Rs. 850.

Return to London via Marseilles, and back from Liverpool, Rs. 900.

Return Tickets are available for two years.

Concessions on single ticket granted to Families, Railway employees, Hospital Nurses, Missionaries, Tea Planters, &c.

Each steamer carries a duly qualified Surgeon and an experienced Stewardess, and is fitted out with every comfort. All Cabins are on the upper Deck

Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival of Steamer, provided it is timed to arrive within the period of their leave.

The following sailings have been arranged :—

Steamer	Captain	Tonnage.	Date.	Year
ARABIA	G. Red	3598	22nd	June.
NUBIA	Hy. Tait	3351	10th	July.
OLYMPIA	C. F. Osborne R.N.R	5121	30th	July.
SCINDIA	Seafto Abrey	5108	2nd	Sept
BRITANNIA	R. G. Garrick	3069	19th	Sept.
PERSIA	G Mitchell	3596	7th	Oct.
ARABIA	G. Read	3598	25th	Oct.

The advertised rates to Europe include a passage by a B. I. S. N. Co.'s steamer between Karachi and Bombay.

For rates for steamers not carrying Surgeon and Stewardess, or for any other information regarding Passage, &c., apply to the Undersigned.

W. & A. GRAHAM & Co.,
Agents.
Graham's Buildings Bombay.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

Intend to despatch Steamers as follows :—

FOR KARACHI.

T. S. "LHASA," 2,171 tons, on FRIDAY, 16th June, from the Victoria Dock, Wall No. 14 Shed, on arrival of English Mail.

FOR KARACHI AND PERSIAN GULF.

S. S. "HENZADA," 2,078 tons, on TUESDAY 13th June, at 10 a.m., from the Victoria Dock, Wall No. 14 Shed, calling at, weather permitting, Karachi, Gwadur, Muscat, Jask, Bunder Abbas, Dubai, Lingah, Bahrein and Bushire.

FOR KARACHI AND BUSREH.

T. S. "LAMA," 2,171 tons, on THURSDAY, 15th June, from the Victoria Dock, Wall No. 14 Shed, calling (for Mails and Passengers) at Muscat, Bushire, Koweit and Mahomerah, also taking Passengers and cargo on through bookings to Baghdad.

FOR EAST AFRICA.

S. S. "NERBUDDA," 3,025 tons, on or about 13th June calling at Mombasa, Zanzibar, Mozambique, Beira, Delagoa Bay and Durban.

FOR COAST PORTS AND CALCUTTA.

S. S. "SIRSA," 2,610 tons, on or about 23rd June.

MACKINNON MACKENZIE & CO.,
Agents.
Bombay, 12th June, 1905.

KING, KING & CO.,

BANKERS and EAST INDIA AGENTS,
BOMBAY.

PASSAGES ENGAGED and best available berths secured at lowest rates obtainable by P. and O. and all other Steamers free of charge of Commission.

Latest List of Sailings, Fares and Handbook of information furnished by return of post on application.

SPECIAL REDUCED FARES for Railway Officials, Missionaries and Family Parties obtained.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for Despatch as Cargo to MESSRS. HENRY S. KING & Co., London, or MESSRS. KING, BAILLIE and Co., Liverpool.

Freight and Marine Insurance at the Lowest Rates. Quotations furnished on application

KING HAMILTON & Co.,
CALCUTTA.

HENRY S. KING & Co., LONDON.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORTSAID.

DIRECT LINE.

Steamer.	Captain.	Tons	To sail on
IMPERATOR	F. Mosca	4,119	1st Oct. 1905.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about.
FRANZ FERDINAND.	C. Matcovich	6,056	20th July 1905.
† NIPPON	L. Scich	6,316	27th „ „
* CHINA	S. Tomanovich	6,000	26th Aug. 1905

† Will call at Fiume * Will call at Karachi.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck
TRIESTE OR VENICE	Rs. 400	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class, Rs. 900. 2nd Class Rs. 488. Saloon Rs. 600

THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued Via Trieste, the St. Gothards and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyds and the Return Voyage by the Messageries Maritimes Co. at reduced fares

Passengers to VENICE tranship at TRIESTE to another Steamer of the Company which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN VIA COLOMBO, PENANG SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
AUSTRIA	R. Colledani	7,058	26th June.

For further particulars regarding Passages, Apply to

L. FONDA, Acting Agent,
Sassoon House, 54, Church Gate Street,
Fort Bombay.

THOS. COOK AND SON,

BANKERS AND AGENTS,
BOMBAY, CALCUTTA, RANGOON, COLOMBO.

PASSAGES engaged by all Lines of Steamers.

INTERPRETERS at all Principal Ports.

HOTEL COUPONS available at 2,000 Hotels

CURRENT and DEPOSIT Accounts opened.

CIRCULAR NOTES and Letters of Credit issued and cashed.

PACKAGES Shipped to and from all parts.

INSURANCE, (Fire, Life and Marine) effected.

"COOK'S ORIENTAL TRAVELLER'S GAZETTE" containing all information for Travellers sent Post Free on application.

MONGINI BROTHERS.

FINEST ITALIAN CONFECTIONERY.

	Rs. as.
VENCHI'S CARAMELLE MIGNON (with Fruit Gelatine)...	1 12 per lb.
VENCHI'S DRAGEES (Imitation Pears, Cherries, Hazelnuts, Beans etc.) ...	1 12 „
VENCHI'S ROCK DROPS, SATINES, FOURRES, etc...	1 12 „

or in Small Pocket Flasks As. 8 each and in Large size patent air-tight Glass Jars Rs. 3-12 and Rs. 7.

A LARGE ASSORTMENT OF
DESSERT CHOCOLATES
CHOCOLATE COINS, MEDALS, CIGARETTES, ETC., ETC.

UP-COUNTRY ORDERS PROMPTLY ATTENDED TO

MONGINI BROTHERS.
MANUFACTURING CONFECTIONERS AND CATERERS,
25-27, CHURCH GATE STREET, BOMBAY.
TELEPHONE NO. 325.

YOU NEED GOOD FOOD

to enable you to withstand the enervating climate of India.

We have been supplying this for over 36 years, and are still supplying it. Immense quantities of provisions, fresh from England, are despatched all over the country every week.

Our specialities are

CUMBERLAND HAMS.
WILTSHIRE BACON.
EVERY VARIETY OF CHEESE.

If you will send for a price list, you will find that we have many dainties which would make a pleasant change, or, if you prefer it send an enquiry to

W. B. GREEN & CO.
CATERERS TO THE VICEROY.
APOLLO BUNDER, BOMBAY.

No other firm has any connection with W. B. GREEN & CO., who were Established in 1868.

TELEGRAPHIC ADDRESS :—"CATERERS," BOMBAY.

TRY! TRY!! TRY!!!

DR. SPOONER HARTS

1. PREPARED MEAL No. 1 for DOGS. 2 PREPARED MEAL No. 2 for PUPPIES
3. BISCUITS for DOGS. 4 PREPARED FOOD for POULTRY.
5. "NUTRIENT" (a rich Fluid Food given with the ordinary Food for HORSE and CATTLE).

1. Every Dog owner should use Dr. Spooner Hart's Prepared Meal No. 1 for Dogs, a staple diet of great value and equally suitable for all classes.

Re. 1-0 per 10-lb bag.

2. PREPARED MEAL No. 2 for PUPPIES.—This will be found "par excellence" the Food for them. Being soft and nutritious, Puppies thrive and fatten upon it and there is no fear of worms developing in the bowels (which Puppies are so liable to when fed on other materials) whilst they are on this food

Re. 1-0 per 10-lb. bag.

3. BISCUITS for DOGS.—An appetising staple diet for Sporting and other Dogs, and of great value to Shikar Parties, being easy of transport.

Rs. 2-0 per 10-lb. bag.

4. PREPARED FOOD for POULTRY.—Will double the profit of laying Birds and quickly increase the weight of Birds for the table, and is protective against disease.

Re. 1-0 per 20-lb. bag.

5. "NUTRIENT."—A fattening, conditioning fodder adjunct of distinction and unequalled value for maintaining condition. Horses and Cattle will fatten on it in a few days.

Rs. 3-0 per tin, with full directions.

R. S. HART BROS.
CALCUTTA.

TOILET REQUISITES FOR LADIES.

THE NICETY OF YOUR DRESSING TABLE.

LATEST DESIGNS IN STERLING SILVER.

	Rs. as.
New Cherub pattern Hair brush Tray ...	120 0
Embossed „ „ „ ...	52 8
New Cherub „ Comb „ ...	40 0
Embossed „ „ „ ...	20 8
Plain „ „ „ ...	17 0
New Art „ „ „ ...	26 0
Embossed Pin Boxes ...	28 0
„ Silver Top, glass case pin boxes ...	5 8
Silver mounted hair pin Stand, new ...	16 0
„ Scent bottles, large variety from... Rs. 3 to	28 0
Solid Silver „ „ ...	150 0
Manicure Sets Embossed 3 pieces ...	21 0
„ „ 4 „ Lighter ...	21 0
„ „ 9 „ „ ...	80 0
„ completely fitted plain or embossed ...	70 0
Shoe lift and Shoe and glove button hooks ...	18 0
Glove Stretch, Shoe lift, shoe and glove button hooks ...	24 0
Curling Tongs, button hook and shoe lift ...	16 0
Hair brush and Comb, Powder box, and tooth brush, plain ...	40 0
2 Hair Brushes, hand mirror, comb and 2 cloth brushes embossed edge or perfectly plain...	210 0

GENERAL ILLUSTRATED CATALOGUE ON APPLICATION.

MARCKS & CO., LTD.
BOMBAY AND POONA.

ALCOCK, ASHDOWN AND CO., LD.,

ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, SHIP AND MILLWRIGHTS.

CONTRACTORS for the SUPPLY of Machinery and Erection of Buildings for Cotton, Flour, Sugar, Oil Mills, Distilleries, etc.

Manufacturers of all kinds of Cast and Wrought Iron Work of the heaviest description, Cotton Presses, Half Presses and Finishers for Half-Pressed Bales, Hydraulic Machinery, Mill and Rope Gearing Wheels made by Machinery up to 4 feet diameter, Ornamental Castings, Sanitary and Water Carts, Tanks, etc.

To enable us to meet all Engineering and Trade Requirements, we have added to our Works some of the largest and heaviest Tools in India, including Special Testing Plant, and greatly extended our Foundry.

SOLE AGENTS FOR
THE BRITISH ANTI-FOULING COMPOSITION AND PAINT CO., LTD.
(VON HOVELINGS PROCESS.)
PAINTS
As supplied to the Principal Navies of the World.
Messrs. THE ATLAS METAL and ALLOYS CO., LTD., Genuine Atlas Metal of W. E. Watson's Brand.
Messrs. SAMUELSON and Co., Ltd.
Patent Power Hammers and Roots, "Acme" Blowers and Exhausters.

For Sale.—Boilers, Engines, Contractors' Pumps, Boiler Fittings, Pipes, Cocks etc., Also Steel Bars, Plates, and Angle Irons of the largest sections, Diamond, Silver, and other Steel and Engineers' Requisites of all descriptions kept in Stock

HEAD WORKS AND OFFICES—DEFENCES WORKS. MAZAGON,
BRANCH FACTORY—CARNAC IRON WORKS,
OPPOSITE VICTORIA DOCKS.

J. W. HEPWORTH, SECRETARY AND MANAGER.
D. LONGWORTH. ASSISTANT SECRETARY AND MANAGER.

GOOD NILGIRI COFFEE.

DIRECT FROM THE CURING WORKS.

TRADE S. & CO. MARK

	Rs. a.
30 lbs. Small Coffee delivered free at any Railway Station between Coimbatore and Bombay...	11 14
3 1-lb. tins Finest Ground Coffee, Red Ensign label, delivered free of all charges at any address in India—V. P Post ...	3 0
6 1-lb. tins do. do. do. ...	5 10

FOR FULL PARTICULARS OF WHOLE and GROUND COFFEE and TEA
APPLY TO **T. STANES & CO.**
COFFEE WORKS, COIMBATORE.

VENNING AND RAMSAY,

PRACTICAL TAILORS,
21, Hornby Road,
OPPOSITE PHILLIPS & Co.,
FORT.

WELL FITTING
SHIRTS.

	½ doz. Rs.	a.
Best Zephyr	25	8
Oxford	21	0
Soft Gauze	18	0
Twill	10	8
Dress	24-0 27	0
4 fold linen Fronts and Wts	30-0 33	0

NOTICE.

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R. SCOTT & Co. M.R.C.V.S.,

VETERINARY AND COMMISSION STABLES AND COACH BUILDERS
GIRGAUM AND GOWALIA TANK ROAD.
Oldest Established Firm in Bombay.

CHARGERS, Polo Ponies, Hacks and carriage Horses selected with the greatest care for Local and Up-country Constituents.

HORSES shod on the most approved principles with Shoes made on the premises of specially imported iron, under the immediate supervision of a first class ENGLISH FARRIER.

ARABS and C.-BREDS broken to Single (Rs. 15) and Double Harness (Rs. 30), and Saddle (Rs. 15) Walers broken to Single Harness or Saddle (Rs. 25) Double Harness (Rs. 50,) Troublesome horses charged extra.

HORSES standing at Livery on Commission Sale or for treatment, Rs. 35 per mensem including Syce. Stable rent charged on all horses, fed by owners, at Rs. 5 per mensem. Commission on horses bought and sold Rs. 17. Examination and Certificate Rs. 10. Verbal opinion as to Soundness. Rs. 5.

CRUSHED HORSE FOOD best in the market, Rs. 5 per cwt, delivered free in Bombay. Special Mixtures, Bran, Gram, Barley New Zealand Oats, Australian Chaff, Pressed Hay, etc., supplied at lowest rates consistent with good quality.

ESTIMATES given, and Carriages of every description built of the very best materials, under personal supervision, by skilled workmen.

REPAIRS neatly executed with promptitude and despatch. Rubber tyres of finest quality only supplied. Carriages by greased contract. Satisfaction guaranteed. Correspondence invited

TAPE WORMS. These pests expelled in a few hours, particulars and "BOOK OF RECIPES" for cure of various ailments both free. State age.
HIGSON, Box 31, North St. Nottingham, England.

VISITING CARDS, DIES, CRESTS, Monograms, &c., &c., in elegant style and at the shortest notice. Engraving, Copper Plate Printing and Lithographing orders. For rates apply to SUPERINTENDENT Bombay Gazette Steam Press.

PUBLIC NOTIFICATIONS.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)
BOMBAY—AFRICA.

THE following Steamers will SAIL:—

Steamers.	Tons.	Capt.	To sail.
* REICHSTAG	2086	Ible..........	18th June

Taking Passengers and Cargo for LAMU, MOMBASA, ZANZIBAR, GERMAN and PORTUGUESE coast ports and DURBAN.

* Will Carry also passengers for CAPE PORTS.

For Rates and Particulars apply to

A. STRANDES,
Agent.

4, Medows Street, Bombay, 9th May, 1905.

MESSRS. KANGA and PATELL, SOLICITORS, have REMOVED their OFFICE from Century Building to the NEW BUILDING opposite bearing Nos. 10-20 HORNBY ROAD.

BENGAL-NAGPUR RAILWAY COMPANY, LD.

NOTICE.

TENDERS are invited for the PURCHASE of about 40 Tons OLD STEEL KEYS, for Transverse trough Steel Sleepers Metre Gauge.

Covers containing Tenders must be superscribed "Tenders "for Steel Keys" and addressed to the CHIEF STOREKEEPER, 8/1, Council House St., Calcutta, at whose Office they will be opened on 19th June, 1905.

The Agent reserves the right to reject any or all Tenders without stating reasons,

By Order of Agent,
D. B. CRITCHLEY,
Chief Storekeeper, J. S. T,

Calcutta, 7th June, 1905.

B. B. AND C. I. RAILWAY.

NOTICE.
INTRODUCTION OF STANDARD TIME.

UNDER instructions from the Government of India the NEW INDIAN STANDARD TIME which will be 39 MINUTES IN ADVANCE OF BOMBAY TIME, and 9 MINUTES IN ADVANCE OF MADRAS TIME, will be introduced on this Railway with effect from the 1st July, 1905, under the following arrangements:—

At Nine minutes before midnight of the 30th Jun current, the Clocks at all Railway Stations and Offices will be advanced 9 minutes, and the Timings of all Trains shown in the Public Time Tables will thenceforward indicate STANDARD TIME, instead of MADRAS TIME as at present.

In order to avoid inconvenience to Passengers travelling by the Local and Suburban Trains into and out of Bombay for business purposes, the timings of those trains will be put forward 9 minutes in the Time Tables, so that the Trains will practically arrive at and depart from Stations at the same hour according to Bombay Local time, as they do now.

In the case of the Mail and Through Passenger Trains, only such slight alterations will be made as are rendered necessary by the change in the Timings of the Local and Suburban Trains.

Sheet Times Tables showing Timings according to Standard Time will be exhibited at Stations one week prior to the introduction of the new arrangement referred to.

FREDERICK W. HANSON,
Ag. General Traffic Manager.

General Traffic Manager's Office, Bombay, 3rd June 905.

KING, KING & Co.,
BOMBAY.
KING, HAMILTON & Co.,
CALCUTTA.

CURRENT ACCOUNTS opened free of charge for Commission, and interest at 2 per cent. per annum credited on 30th June and 31st December, when the minimum balance does not fall below Rs. 500. Currency Notes of all Circles and Demand Hundies payable in Bombay received without charge.

FIXED DEPOSITS received, subject to six and twelve months' notice of withdrawal at rates which can be ascertained on application.

REMITTANCES TO THE UNITED KINGDOM. Demand and Telegraphic, made at the current rates of Exchange, and addresses in connection with the latter registered Free of Charge through Messrs, HENRY S. KING & CO., 65, Cornhill, London.

LONDON:
HENRY S. KING & CO.

FACTS.

STOLBERG-PATHIC EXTERNAL REMEDIES are puzzle to millions, they have cured most stubborn complaints after hospitals and the ablest medical men had pronounced them incurable and yet these medicines have established radical cures in a very short time, including bad blood poison cases, many operations have been dispensed with, and many a limb saved by the use of these simple and harmless medicines. No purgatives are used, the bowels being regulated by external use of A. B. C. Ointment over the Liver and Abdomen. In case of Paralysis, Epilepsy, bad skin diseases failures are unknown, including elephantiasis or log leg if the directions given are strictly adhered to.

For particulars apply to
Dr. C. STOLBERG, Specialist,
East Street, POONA.

P. W. D.
INDORE STATE.
GENERAL WORKSHOP DIVISION.

NOTICE.

TENDERS are invited for the SUPPLY of:—

Small stores
Painter's stores
Timber of sorts
Metal of sorts
Miscellaneous stores

for the Indore State Work Shop to the value of Rs. 10,000.

Detailed list of articles required can be obtained from the Superintendent of the State Work Shop at Indore by whom Tenders will be received up to the 1st July 1905, and will be opened on the same date at 4 P. M.

All Tenders must be accompanied by Rs 500 in cash or currency notes as earnest money which will be refunded in the event of the Tender not being accepted. In case of accepted Tender the money will be refunded on completion of contract. If the Tenderer fails to supply the best materials and at the time noted in purchase order his Tender will be cancelled at a week's notice and any excess in rate paid for such materials to others will be deducted from his bill or earnest money.

A fine of Rs 2 will be levied for every day's delay in supply of stores for one week giving notice for cancelling the tender.

The Superintendent does not bind himself to accept the lowest on any tender or part of the tender.

L. F. NICOL,
Superintendent, General Workshop,

TO SMOKERS.

WE can recommend to our Patrons our only choice and mild Gorey's Brand Sumatra Cigars, made by best Manufacturers at Trichinopoly and are above lowest prices,

	Rs.	As.
No. 1 Flor de Gorey in box of 50	1	12
No. 1 Gorey's Bouquet in box of 50	1	12
No. 1 Gorey's Torpedo in box of 50..	1	8
No. 1 Gorey's Queen in box of 100	2	10

ALSO ALWAYS IN STOCK
OAKES and Co.'s, SPENCER and Co's and MacDOWELL and Co.'s Mild Cigars.

Price list on application.
Up-country orders per V. P. P.

E. E. GOREY & CO.,
OUTFITTERS and CIGAR MERCHANTS,
21, HUMMUM STREET, FORT,
NEXT TO STOVE DEPOT.

SPECIAL SHORT ADVTS.

Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only.) Three lines, per insertion. One Rupee. Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

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ORDINARY RESERVE FUND...	"	9,720,000
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ILLUSTRATIVE TABLE

SHOWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole Life Assurances of Rs. 1,000.				Endowment Assurances of Rs. 1,000.			Age next Birthday.
	Whole Life Premiums.	Premiums Limited to			Payable at death, or in			
		10 years.	15 years.	20 years.	15 years.	20 years.	25 years.	
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	36 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	38 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	38 10	32 7	64 11	47 14	38 4	24
25	24 2	52 5	39 4	33 0	64 13	48 0	38 7	25
26	24 11	53 2	39 15	33 9	64 15	48 3	38 10	26
27	25 5	54 0	40 10	34 2	65 1	48 6	38 14	27
28	25 15	54 14	41 5	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 12	39 6	29
30	27 4	56 13	42 13	36 0	65 10	49 0	39 11	30
31	27 15	57 13	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 7	37 6	66 0	49 8	40 6	32
33	29 8	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 2	38 15	66 8	50 2	41 3	34
35	31 5	62 4	47 1	39 12	66 13	50 8	41 10	35
36	32 5	63 8	48 0	40 10	67 2	50 14	42 2	36
37	33 5	64 12	49 0	41 9	67 8	51 5	42 11	37
38	34 6	66 1	50 1	42 8	67 14	51 13	43 5	38
39	35 8	67 6	51 3	43 8	68 4	52 5	43 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 0	70 3	53 8	45 11	69 3	53 8	45 6	41
42	39 6	71 11	54 12	46 14	69 12	5 3	46 4	42
43	40 13	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 12	50 13	71 11	56 13	49 6	45

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BANGKOK.	KOBE.	RANGOON
BATAVIA.	ILOILO.	SAIGON.
BOMBAY.	LYONS.	SAN FRANCISCO.
CALCUTTA.	MANILA.	SINGAPORE.
COLOMBO.	NAGASAKI.	SOURABAYA.
FOOCHOW.	NEW YORK.	TIENTSIN.
HAMBURG.	PEKING.	YOKOHAMA.

BOMBAY AGENCY.

CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 1 per cent. per annum on Daily Balance if not under Rs. 1,000 and not exceeding Rs. 1,00,000 but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.

FIXED DEPOSITS

Are received for 12 months at 4 per cent. per annum and for shorter periods on terms which may be ascertained on application.

Credits granted on approved Securities and every Description of Banking and Exchange Business transacted.

Drafts granted on London and the chief commercial place in Europe, India, Australia, America, China and Japan.

J. A. JEFFREY, Acting Agent,
7, Church Gate Street, Bombay.

CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

CORPORATED BY ROYAL CHARTER.

CAPITAL	£800,000
RESERVE FUND	£875,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000

HEAD OFFICE:
HATTON COURT, THREADNEEDLE STREET, LONDON.

AGENCIES AND BRANCHES

Hamburg	Ipoh (Perak	Hongkong
Bombay	Singapore	Foochow
Calcutta	Kwala Lumpor	Saigon
Madras	Bangkok	Shanghai
Rangoon	Batavia	Tientsin
Colombo	Sourabaya	Hankow
Penang	Manila	Yokohama
Thaiping	Cebu (Philippines)	Kobe
Medan, Deli (Sumatra)		New York

THE CORPORATION grant DRAFTS on the above Agencies and Branches and also on the principal Commercial Cities throughout the world; buy and receive for collection BILLS OF EXCHANGE, issue TRAVELLING LETTERS OF CREDIT and undertake general Banking Business of every description.

CURRENT DEPOSIT accounts are opened and interest allowed at 2 per cent. PER ANNUM on the minimum Monthly Balance up to Rs. 100,000 but no interest is allowed when the sum does not amount to Rs. 10 half-yearly.

GOVERNMENT SECURITIES, STOCKS and SHARES bought and sold on account of clients and also received for safe custody and collection of interest and Dividends when due.

FIXED DEPOSITS are received for twelve months and shorter periods at rates to be ascertained on application.

GEORGE MILLER,
Acting Agent.
Esplanade Road, Bombay.

SHIPPING INTELLIGENCE.

THE tug Harold, Captain J M A Glover, arrived in harbour yesterday from London 3rd May.

THE Barque Union la Deque, 222 tons, Captain A Rault, sailed yesterday for Seychelles, with a general cargo.

THE steamer Boscombe, 2433 tons, Captain W Wisnom, arrived in harbour yesterday from Calcutta 30th May, with a cargo of coal.

The steamer Southgate, 2378 tons, Captain G. Thompson, arrived in harbour on Sunday from Calcutta, 27th May, with a cargo of coal.

THE steamer Aborkir, 2148 tons, Captain P Killen, arrived in harbour yesterday from London 11th February via Colombo, with a cargo of sleepers and logs.

THE B I S N Co's steamer Henzada, 1340 tons, Captain H Trouson, will sail to-day for Persian Gulf via Karachi with a general cargo and Mr H M Ibrahim and 65 deck passengers.

THE B I S N Co's steamer Fultala, 2701 tons, Captain A J Windebank, R N R, arrived in harbour on Sunday from Melbourne, 28th March with a cargo of sleepers, and 436 horses.

THE BIS N Co's steamer Lhasa, 941 tons, Captain H McDiarmed, arrived in harbour yesterday from Busreh 4th June, via Karachi, with a general cargo and the following passengers :—Raja of Nanpara, and 18 others, Captain Cross, Mr Sharzee, Dr Aughurbroh, 7 others and 76 deck.

THE German East Africa Line steamer Reichstag, 1319 tons, Captain H Ihle, arrived in harbour yesterday from Durban 14th March via Zanzibar, &c, with a general cargo, and the following passengers :—Mr and Mrs Mall, Mr and Mrs Dawood, Mr Thave, Mr Diss, Mr Brown, Miss Steele and 4 children, and 153 deck.

VESSELS IN THE HARBOUR.—JUNE 12.

Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
India	2591	Forbes			M M & Co
Eden (bque)	414	Souton			The Captain
Surada	2400	Englnd			M Mackenzie & Co
Itshemi	2179	Molony			B & P S N Co
Shahncor	2198	Davison			E Tajbhoy
Idar	2616	Milne			K Nixon & Co
Coromandel	2783	Montford	China	13-6	P & O Co
Bundesrath	1306	Tope			A Strandeo
Ianee	3634	Colran			T M & Co
Peninsular	2920	Palmer			P & O Co
Anchen Crag	2542	Reid			
Vadala	2164	Skinner			M M & Co
Obra	3496	Johnston			M M & Co
Florican	2381	Work			Cory Bros
Kapurthala	721	Butler			M M & Co
Nizam	2041	Morgan			T M & Co
Urlana	3383	Butler			M M & Co
Muttra	2085	Seddon			M M & Co
Boscombe	2433	Wisnom			......
Aborkir	2148	Killen			......
Lhasa	941	McDiarmed			M M & Co
Southgate	2378	Thompson			......
Tullata	2701	Windebank			......
Craigard	2128	Milburn			......

In the Stream.

R I M S Canning......Comdr A J Marshall.....R I Marine

VESSELS IN DOCKS.

PRINCE'S DOCK.

Shed.	Vessel.	Ton.	Capt.	Destinations.	Date.	Agents.
A	Alavia	2974	Pigot	Japan	17-6	E Tajbhoy
B	Clan Lindsay	2499	Mcmahon	Hamburg	26-6	F M & Co
C&R	Stanley Hall	2660	Nuttall	L'pool	17-6	K Nixon & Co
D&K	Nerbudda	1960	Manley	Durban	13-6	M M & Co
F	Fultala	2701	Windebank	Stream	12-6	M M & Co
G	Reichstag	1319	Thle	Zanzibar	19-6	A Strande & Co
H	Secunder	1073	Brebner	Mauritius	13-6	H S Sidick
K	Othello	3327	Bradley	Hull	20-6	F Muir & Co
L	Moshtari	1110	Coates	R S ports	9-6	B P S N & Co
M	Union La Dique ship	222	Rault	Seichelles	12-6	G M Aboo
N	Aboukir	2016	Killea	M Goa	N F	R Bomji & Co
P	King Robert	2512	Saunders	Philadelphia	15-6	R A Willis & Co
Q	Nigaristan	1498	Edmunds	Leithh	16-6	E Latham & Co
	Offside					
E	Nia	3426	Livieston	Stream	14-6	M M & Co
P	Upada	3382	Sheldrick	Stream	15-6	M M & Co
	P. D. H. W.					
	Bahaduri	839	Fakeera	K'chi	13-6	Shpd & Co
	Saga	399	Moe	F F Sin'pore	14-6	Campbell & Co
	Posani	552	Mohamed	B'negar	13-5	Shpd & Co
	Courland	760	Ebrahim	N F		Shpd & Co
	M. D. D. P. D.					
	R I M S Dufferin	6670	Piffard	Hongkong	14-6	R I M
	VICTORIA DOCK.					
2	Arabia	2330	Read	L'pool	22-6	W & A G & Co
3	Dco Balduino	3044	Antonio	Genoa	15-6	G Crecco
4	Ischia	2784	Coghlioto	China	17-6	G Crecco
5	Vimeira	1745	Howat	Kobe	13-6	W & A G & Co
6	Chusan	2852	Kenrick	Shanghai	13-6	P & O Co
7	Provincia	2245	Courtade	Barcelona	17-6	T M & Co
8	Clan Robertson	3108	Ody	Marseilles	24-6	F M & Co
10&11	Drachenfels	4703	Lontig	Hambueg	21-6	Glade&Co
12	Egypt	4178	Lendom	London	24-6	P & O Co
14	Henzada	1340	Trouson	P Gulf	13-6	M M & Co
15	Werdenfels	2902	Sandshedt	Hamburg	17-6	Glade & Co
16	Lama	943	Trouson	Busreh	15-6	M M & Co
	V. D. Alongside.					
	Lhasa	946	Diarmid	K'chi	16-6	M M & Co

ARRIVALS.

June	Vessel.	Commander.	From.
12	Harold tug	Glover	London, May 3
	Aborkir s	Killea	London, Feb 11
	Boscombe s	Wisnom	Calcutta, May 30

DEPARTURES.

June	Vessel.	Commander.	Destination.
12	Kt Bachelor s	Finnis	Dunkirk, &c
	City of Karachi s	Collin	Liverpool, &c
	Barque Union la Dique	Rault	Seychelles

The steamer Henzada, Trouson, for Persian Gulf obtained her port clearance yesterday.

The following vessels began to load yesterday :—

Steamer Mazagon, for China
" Fultala, for Calcutta, &c
" Kapurthala, for Persian Gulf
" Reichstag, for Zanzibar, &c

MADRAS.

ARRIVALS.

June	Vessel.	From
6	Clan Stuart	Liverpool
7	Ellora	Tuticorin

REUTER'S TELEGRAMS.

STEAMER MOVEMENTS.

The B I S N Co's steamer Golconda, left London on the evening of the 10th instant.

The Clan Line steamer Clan Machlan, arrived at London on the evening of the 10th instant.

The B I S N Co's steamer Matiana, left Port Said on the morning of the 10th instant.

The Clan Line steamer Clan Mackay, arrived at Suez from Colombo, Madras and Calcutta on the evening of the 9th instant.

The City Line steamer City of Edinburgh, arrived at Suez from Calcutta on the morning of the 10th instant.

SINGAPORE, JUNE 11.

The P and O Co's steamer Banca, left Moji yesterday morning calling at Hongkong.

The Florio and Rubattino Co's steamer Capri, left Hongkong for Bombay on the 11th instant.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, June, 10,)

HOME DEPARTMENT.

The services of Mr M Hammick C I E of the Indian Civil Service are replaced at the disposal of the Govt of Madras with effect from the afternoon of the 27th May.

Mr H A Stuart C S I of the Indian Civil Service, Director Criminal Intelligence is appointed to officiate as Secy to the Govt of India in the Home Dept in addition to his own duties with effect from the 5th June during the absence on privilege leave of Mr H H Risley C S I C I E I C S or until further orders.

The services of Lieut Col J McCloghry F R C S I I M S Bombay Civil Surg Karachi are placed temporarily at the disposal of H Exy the C in C in India.

Capt D McCay M B I M S is appointed to be Professor of Physiology in the Medical College Calcutta.

Lieut Col J Lewtas M D I M S Bengal Professor of Ophthalmic Surgery in the Medical College Calcutta and Ophthalmic Surg College Hospital is granted privilege leave for one month and twenty seven days with special leave out of India on urgent private affairs for four months and three days in continuation with effect from the 3rd June.

Major F P Maynard M B F R C S I M S Bengal Civil Surg Darjeeling is appointed to officiate as Professor of Ophthalmic Surgery in the Medical College Calcutta and Ophthalmic Surg College Hospital during the absence on leave of Lieut Col J Lewtas M D I M S Bengal or until further orders.

The Home Dept notification no 454 dated the 10th May placing the services of Capt G C L Kerans I M S temporarily at the disposal of the Hon the Chief Commissioner of Assam is hereby cancelled.

The services of Capt N S Wells M B I M S are placed temporarily at the disposal of the Hon the Chief Commissioner of Assam.

The services of the undermentioned officers are placed permanently at the disposal of the Govt of Bengal—Capt S Anderson M B I M S, Capt J W F Rait M B I M S, Capt H Innes M B I M S and Capt J C H Leicester M D F R C S I M S.

DEPARTMENT OF REVENUE AND AGRICULTURE (REVENUE).

With reference to Notification No 3606 dated 9th Nov 1904 Mr J Wilson C S I Offg Secy to the Govt of India Dept of Revenue and Agriculture Revenue is confirmed in that appointment with effect from the 4th May.

MILITARY DEPARTMENT.

Col C L Woollcombe British Service Asst Adjnt Genl for Musketry Army Head Quarters to officiate as Inspector Genl of Volrs in addition to his own duties vice Major Genl J S Collins on leave.

The undermentioned officer is admitted to the Indian Army with effect from the date specified subject to confirmation by the Secy of State for India—Second Lieut Harry Eastland Redman 2nd Battn Royal Warwickshire Regt attached as a supernumerary to the 1st Battn Leicestershire Regt double Co officer 99th Deccan Infy 15th May. Second Lieut Redman is promoted to the rank of Lieut in the Indian Army subject to H M's approval with effect from the 15th May.

With reference to paragraph 6 of the regulations published with clause 92 India Army Circulars 1891 the undermentioned officer of the Unattache List is admitted to the Indian Army with effect from the date specified subject to confirmation by the Secy of State for India—Second Lieut Arnold Chadwick Doveton 23rd May.

The following promotions are made subject to H M's approval—Brevet—To be Col 5th June Lieut Col Arthur Fountaine Hogg C B 23rd Sikh Pioneers.

Lieuts to be Capts—6th June, C F Woodward 54th Sikhs Frontier Force, A R B Shuttleworth 115th Mahratta Light Infy and H C Nicolay 2nd Prince of Wales Own Gurkha Rifles The Sirmoor Rifles.

STOP YOUR COUGH IMMEDIATELY

and prevent any danger of Pneumonia or other serious Consequences by taking

Dr. FERDINAND'S PULMONIA.

An invaluable Remedy for Colds, Coughs Bronchitis, Asthma, Consumption and all irritations of the Chest and Throat.

One trial will prove its efficacy.

SOLE AGENTS:

BEYNON & CO.,

MANUFACTURING CHEMISTS, DRUGGISTS AND GENERAL MERCHANTS.
55 ESPLANADE ROAD, FORT,
AND 52 WALKESHWAR ROAD,
MALABAR HILL, BOMBAY.

COMMERCIAL INTELLIGENCE

LONDON, JUNE 10.

SECURITIES—		
2 1-2 per cent. Consols	£90 7/8	= unchanged
3 do. Rentes	£99 3/4	= do
3 1-2 do. Indian Sterling Loan	£106	= do
3 1-2 per cent. Indian Enfaced Rupee Paper	£65 11/16	= do
SILVER—		
Spot in London	26 15-16	= — 1/16
2 months hence	26 3/4	= unchanged
Spot in New York	58 1/2	= — 1/8
EXCHANGES—		
Paris cheques	25·18 1/2	= unchanged
Berlin "	20·49	= + 1/4
New York Demand	4·87	= unchanged
DISCOUNTS—		
Bank of England	2 1/2 per cent	= unchanged
3 months sight Bank Bills	2 per cent	= do
3 " "	2 1/8 per cent	= do
3 " " Fine Trade Bills	2 3/8 per cent	= do
3 months sight Fine Trade Bills	2 3/8 per cent	= do
INTEREST—		
Day to day loans	1 3/8 per cent	= unchanged
7 day market loans	1 5/8 per cent	= + 1-8
SUGAR—		
German granulated 1st marks	14 1 1 2 buyers, tone quiet	

Liverpool—Holidays until Tuesday.

Receipts at U S Ports	1,000	bales
Do last year	1,600	do
Exports to Great Britain	20,000	do
Do do Continent	4,000	do
IN NEW YORK—		
Spot	8·70	unchanged
Futures, month of July	8·17	+ 4 a
Do do. December	8·45	+ 3 b

a Advanced early but late declined owing to official weather reports considered favorable.
b Advanced owing to support by New Orleans "bull" party.

IN NEW ORLEANS—		
Spot	8 1/2	unchanged
Futures, month of Sept	8·31	+ 7
Do. do. Dec	8·38	+ 7
Tone at close		firm

Arrivals of Cotton, Wheat and Seeds into Bombay, for the 24 hours ending at 6 p. m., on Saturday, 10th June 1905 :—

Cotton	7,567	bales.
Wheat	35,105	cwts.
Linseed	12,088	do
Rape, Rai and Mustard	1,599	do
Gingellyseed	211	do
Poppyseed	3,028	do
Groundnuts	279	do
Castorseed	65	do
Rice	17,613	do
Myrabollams	1,223	do
Cottonseed	17,485	do
Mowraseed	853	do
Gram	722	do
Joowar	6,545	do
Maize	nil	

COMMERCIAL AND FINANCIAL NEWS.

LONDON, JUNE 10.

The Liverpool Cotton Market closed	holidays
Surats	......
Good Bhownugger	4 6/32
The Manchester Market has been	firmer
2 1/2 per cent Consols	90 7/8
3 per cent Rentes	99 3/4
3 1/2 per cent Sterling Loan	106
3 1/2 per cent Rupee Papers	65 11/16
Bar Silver	26 15/16

BANK OF BOMBAY.

THE following is the statement of the affairs of the Bank of Bombay, for the week ending the 3rd June on compared with the statement of the 10th June :—

LIABILITIES.	June 3. Rs.	June 10. Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	84,00,00	84,00,000
Public Deposits at Head Office	1,04,09,039	68,47,508
Public Deposits at Branches	25,02,331	33,28,042
Other Deposits	6,07,00,083	6,31,29,778
Post Bills	15,722	16,125
Sundries	21,51,936	25,10,508
Rs.	9,45,19,161	9,45,23,021
ASSETS.		
Government Securities	98,76,467	93,46,233
Other authorised Securities	32,97,635	32,55,380
Credits on Govt, and other authorised Securities	1,21,62,106	1,30,76,796
Loans do. do. do.	1,00,60,788	1,09,96,618
Bills discounted and purchased	3,21,15,965	3,05,65,111
Dead Stock	2,86,120	2,86,120
Stamps and Stationery	3,514	3,481
Balances with other Banks	3,92,025	6,65,144
Sundries	3,96,492	4,63,252
Cash	2,53,27,245	2,53,64,895
	9,45,19,161	9,45,23,02

BANK OF BENGAL.

THE following is the statement of the affairs of the Bank of Bengal for the week ending 30th May, 1905, as compared with the statement of 6th June, 1905 :—

LIABILITIES.	May 30. Rs.	a.	p.	June 6. Rs.	a.	p.
Capital paid up	2,00,00,000	0	0	2,00,00,000	0	0
Reserve Fund	1,32,00,000	0	0	1,32,00,000	0	0
Public Deposits, &c	1,87,79,329	0	6	1,10,48,089	11	4
Other Deposits, &c	11,40,08,869	11	5	11,94,14,081	0	9
Bank Post Bills, &c	11,36 850	4	6	6,06,353	2	4
Sundries	30,80,2[illegible]9	7	5	31,43,491	8	6
Rs...	17,02,05,763	7	10	16,64,11,018	9	11
ASSETS.	Rs.	a.	p.	Rs.	a.	p.
Government Securities	1,23,94,072	1	11	1,36,71,018	1	11
Other authorised Investments	79,10,158	13	8	78,31,268	13	8
Loans on Govt. and other authorized Securities	3,44,43,025	11	1	3,31,56,734	6	6
Accounts of Credit on do.	2,10,58,297	0	9	2,14,35,261	2	11
Bills discounted &c	3,55,46,958	8	3	3,62,24,101	11	2
Balances with other Banks	16,13,271	13	3	20,35,400	9	9
Bullions	.....			......		
Dead Stock	18,54,947	7	4	18,55,251	8	3
Stamps	13,306	11	7	13,123	9	0
Sundries	12,66,595	15	6	12,56,786	3	7
	11,06,01,237	3	4	11,77,83,149	2	9
Cash &c., at Head Office	3,32,44,673	13	10	2,79,19,046	10	3
Do. at Branches	2,07,59,357	6	8	2,07,08,822	12	11
Rs..	17,02,05,268	7	10	16,64,11,018	9	11

LIABILITIES.	Rs.	
Government Balance at Head Office	11,50,730	Decrease
Do. at Branches	14,19,491	Increase
Other Deposits	35,94,788	Decrease
Post Bills	5,30,497	Decrease
ASSETS.	Rs.	
Bank's Investments	7,02,056	Increase
Loans	9,86,691	Decrease
Accounts of Credit	3,76,917	Increase
Mercantile Bills	6,77,143	Increase
Cash at Head Office	53,25,627	Decrease
Cash at Branches	3,49,465	Increase

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results :—

Wards.	Plague Attacks.	Plague Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	0	0	6
B Mandvi, Chukla, Oomerkhadi and Dongri	4	4	27
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada	7	8	24
D Khetwadi, Girgaum, Chowpati, Walkeshwar, and Mahaluxmi	2	3	6
E Mazagon, Tarwady, 2nd Nagapada, Kamatipura, Tardeo, Byculla and 1st Nagapada	8	8	29
F Parel, Sewree and Sion	0	0	8
G Mahim and Worli	3	3	8
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	3	11
Total	24	29	119
Total plague deaths to date	292,105	246,781	
Same date last year	12	11	80

SMALL-POX.

Attack.	Death.
1	1

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines. CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

MARRIAGE.

MINAI—HUSSAIN—June 1, at Khairagarh, C P, Mas'ud Ahmad Minai, youngest son of the late Munshi Amir Ahmad Amir Minai, to Fatima Sugra, second daughter of Khan Bahadur Maulavi Saiyed Mohammed Hussain, Diwan of the Khairagarh State.

DEATHS.

BENWELL—June 2, at Quetta, Robin Arthur Houghton, the much loved little son of Captain and Mrs R L Benwell, aged 10 months.
CHAMARETT—May 27, at Vikarabad, Rachel Mary, wife of Andrew Chamarett, late Survey of India, aged 64 years.
EVANS—June 6, at Lucknow, S Sergeant E H Evans, S and T Corps, of heat stroke.
LAW—June 4, at Solon, George Law, Honorary Surgeon, retired, aged 79 years.

IN THE EVENT OF ASTHMA

that troublesome complaint which becomes so prevalent during the monsoon, you will derive great benefit from the use of

KEMP'S ASTHMATONES.

They are prepared in tablet form from the prescription of a very eminent physician. The results, in cases of Asthma and other bronchial affections, have been of such a satisfactory nature that we have the greatest confidence when we recommend you to try them.

Price per Bottle Re. 1-8.

KEMP & CO., LD.,
THE BOMBAY CHEMISTS.

BOMBAY.

TO-DAY.

Sun rises, 5h. 23m. Sun sets, 6h. 37m. High water, 7-58m 7-53a. Low water, 1-33m., 1-51a.
Bombay Improvment Trust, 4 p.m.
High Court re-opens after summer vacation.
Association Football: Government Telegraph vs. Y. M. C. A.

POLO.—There will be a game of Polo on the Maidan this evening at 5-15 p.m.

UNCLAIMED PROPERTY.—The Police have in their possession a piece of silver, a silver mounted umbrella, a block of white metal and a music stand, all awaiting claim.

SAILANA NEWS.—Three days ago, writes our correspondent on Wednesday, a fire took place at midnight in the house of a Bania situated in the middle of the main road leading from the Jail building straight to the Palace. The fire accidentally occurred. It was very soon extinguished. Neighbouring houses were pulled down to prevent the spread of the fire. Total loss from the fire is estimated to be Rs. 300.

WE draw the attention of our readers to an advertisement appearing under Special Short Advertisements of Messrs. Daniel Crawford and Sons' Whisky. This whisky is one of the oldest and most popular imported into Bombay and is supplied to the P. and O. and other large shipping companies and to the leading hotels and clubs throughout the world, and to many Officers' Messes of the Royal Navy and Army. It has preserved its reputation in Bombay for a great many years as a high class whisky, and its moderate price, Rs. 26 per case, should always keep it well to the fore.

BAND AT THE YACHT CLUB.—By kind permission of Lt. Colonel S. J. Sarjant and Officers, the 1st Battalion G. I. P. Railway Volunteers' band will play the following programme of music under the direction of Mr. A. Mallandine, Bandmaster, commencing at 5-45 p.m., to-day :—

March	The Queen's Guard	Williams
Overture	Action	Auter
Grand Selection	I Martiri	Donizetti
Gavotte	Entrancing	Baggatte
Selection	The Nautch Girl	Solomon
Valse	Roses du Matin	Fahrbach

FATAL ACCIDENTS IN BOMBAY.—Yeshwanta Balu, aged twenty, a Municipal water cart-driver, while driving his cart in the Fort on Sunday, accidentally fell off his seat and one of the wheels passed over him causing him serious internal injuries. He was conveyed to the Goculdas Tejpal Hospital, where he refused to stay and was after treatment taken home where he died in the evening.—Kondabai, a Hindu girl, aged three, while attempting to cross Foras Road in front of a four-wheeled coal cart on Sunday, was knocked down and run over by the wheel, which passed over the girl's stomach. She was at once taken to the J. J. Hospital, where on arrival she was found to be dead. The driver Kondia Abaji tried to avert the accident, but could not do so as the girl was under the wheel before he had time to pull up.

COCAINE PROSECUTION.—At the Mazagon Police Court, yesterday, Mr. J. W.S. Dracup disposed of the case in which Mahomed Yacoob Hussenali was charged at the instance of Inspector Paterson, with selling sixteen bottles of cocaine and possessing forty-four bottles of that drug without a license from the Collector of Abkari. Mr. H. M. Ballantine, Assistant Collector of Abkari, prosecuted; while Mr. Kotwal, pleader, defended the accused. The circumstances under which the accused sold the bottles of cocaine for Rs. 80 to a man sent by Mr. Ballantine and the discovery of forty bottles of cocaine in the accused's room have been reported. The Magistrate convicted the accused on both the charges and sentenced him to three months' rigorous imprisonment on the first count and to pay a fine of Rs. 200 on the second count.

POSTAL NOTICE.—Mails for Ceylon, the Straits Settlements, China, Japan and Australia per s. s. Chusan will be closed at the General Post Office at 3 p.m., to-day.—Mails for Mombasa, Lamu, Ibo, Chindi, Dares-Salaam, Zanzibar, Quilimane, Mozambique, Beira and Delagoa Bay per extra s. s. Nerbudda will be closed at the General Post Office at 7 p.m., to-day. Specially superscribed correspondence for Natal, Cape Colony and other places in South Africa will also be forwarded by this steamer.—Mails for Natal, Cape Colony, Delagoa Bay and other places in South Africa per extra s. s. Umkazi via Tuticorin and Colombo will be closed at 7 p. m., on the 20th June. A supplemental mail will be closed at 7 p. m., on the 21st instant.

A TRIFLING ASSAULT.—Yesterday, at the Esplanade Police Court, before Mr Kersondas Chabildas, Third Presidency Magistrate, Inspector Hassan charged Tribhovan Haribhai, Manilal Jaithalal and Panachand Kanji with assaulting Vishnu Rawji police ramosy No. 846, on Sunday last at about 9-30 p. m. while the latter was doing duty at the C. P. Tank Road. Mr. Hormusji K. Santoke, pleader defended the accused. The story for the prosecution was that on the evening in question there were illuminations in the Chander-Bhag of Danekinand Maharaj, in honour of his son's marriage, opposite to the C. P. Tank. There was a large crowd there of people who came to witness the illumination and pay their respects to the Maharaj. Vishnu Rawji, the police ramosy, was told by the Maharaj not to allow any man to enter the "mandap", as the crowd had enormously swelled. The three accused were amongst those who came up to the gate and demanded entrance to approach the Maharaj. The complainant refused them admittance whereupon the first accused assaulted him. He held him by his collar and slapped him on his face bringing him down on the ground. Accused No 2 then joined him in the assault and dealt the complainant several blows. Accused No. 1 assaulted police ramosy No. 45. The accused pleaded not guilty, saying they went to the scene of disturbance to pay their respects to the Maharaj, without any intention to fight the police. Evidence being led, the Magistrate, in disposing of the case said he could not take any serious aspect of the case and sentenced each of the accused to one day's imprisonment.

JABALPUR NOTES.

DURING the past week, writes our correspondent the Sessions Judge has had his time most fully occupied with murder cases. The first was one in which two Gonds were tried for the murder of a young girl, the motive being theft of a few paltry silver ornaments. Both the accused have been sentenced to death. The next case was one in which a sweeper of the Gun Carriage Factory was tried for shooting a cook. The case was originally tried by Mr. P. M. Greenny 1st Class Magistrate who committed the accused to the Sessions Court. The accused was defended in both Courts by Mr. K. M. Anderson, pleader. The circumstances of the case are that while the man's employers were away from home the cook called to the sweeper to fetch oil for the kitchen lamp which the sweeper somewhat rudely refused to do, and on this account he went into the house armed himself with his master's D. B. gun and loaded the weapon with an explosive shell cartridge and going up to the kitchen shot the cook. The only other occupant of the kitchen at the time of the alleged murder was one Ghussoo, a Mahomedan bearer. The sweeper after shooting the cook ran away to the Bungalow placed the gun in its usual place and absconded. The investigation was conducted by Mr. T English, Head Quarter Inspector of Police. The medical evidence went to show that the deceased had been shot from the front. At the Sessions Court, accused stated that Ghussoo, the bearer, had brought the loaded gun out to shoot a cat, that he (accused) Ghussoo, the cook and another man were sitting in or near the kitchen talking, accused kept the gun in his hands, examining and playing with it when it suddenly went off and hit the deceased. The Judge held that the death of the cook was caused by accident. The accused on being set at liberty was embraced by his relatives and friends. The third case disposed of had to do with the murder of a Dhobi woman by a Khansamah in which the accused has been sentenced to suffer death.

CRICKET.

G. I. P. R. STORES C. C. vs. P. W. D. C. C.

The above match was played on the Oval on Saturday, the 10th instant, and resulted in a win for the former by 2 wickets and 87 runs. Scores :—

G. I. P. R. STORES C. CLUB.

Malone (C.) b Lynn	20
King b Hogan	11
Gay c Hogan b D'Monte	3
Malone (P.) c Hogan b D'Monte	9
Murray b Bell	10
Lees c and b Oliver	29
Hogan b Ball	10
Palwanker, Not out	25
D'Souza, Not out	4
Rodricks, Did not bat	
Extras	7
Total	128

P. W. D. C. CLUB.

Oliver c Hogan b Romer	1
Theodore b Hogan	1
D'Monte b Hogan	3
D'Souza c and b Romer	16
Bell b Hogan	3
Hogan (W.) c Hogan b Romer	0
Hogan (E.) c Lees b Hogan	0
Lynn Not out	3
Walsh b Romer	1
Rego b Romer	0
Kanade c Hogan b Romer	0
Extras	10
Total	41

DEATH OF A WELL-KNOWN PRIEST.

THE Rev. Father Antonio Xavier Lisboa died on Sunday in the new Parochial House of the Church of St. Francis Xavier, Dabul, at the age of 44. The deceased had been suffering from remittent fever. He served as a curate of the above Church for more than twelve years during which period he effected many economies. He was one of the most energetic and hard working priests of the Diocese of Damaun, rendered valuable services during the earlier days of the plague epidemic in Bombay, and took an active interest in the construction of the new Parochial House and School at Dabul. His body was kept in state in the Church on Sunday and was visited by large crowds of people. The funeral took place on Sunday evening and was largely attended by both the clergy and laity. His Grace the Bishop of Damaun conducted the service in the Church, at the conclusion of which the funeral cortege, headed by the Bishop, proceeded to the Dharavi Cemetery where the last rites were performed by the Vicar-General.

SIR M. HICKS-BEACH ON IMPERIAL DEFENCE.

A MOST interesting and influential gathering of representative Colonial statesmen was held at Prince's Galleries, when Mr. W. Hayes Fisher, M.P., presided over the May dinner of the Imperial Industries' Club.

The guest of the evening was Sir Michael Hicks-Beach.

Sir Michael Hicks-Beach who was received with great cordiality said he did not think that it was possible to exaggerate the importance of the difficulties of Imperial defence. There was no one in the United Kingdom, or in the colonies he thought, who did not realise the enormous importance of maintaining the Empire, and who would not be prepared to submit to any necessary sacrifice for that end. The difficulty arose from the fact that this had not been recognised in the past. When our ancestors first gave self-government to the colonies they viewed the matter from a different standpoint. They thought that in giving them self-government it was unnecessary to make any provision for a contribution to the common defence of the Empire when a colony was able to afford it. The reason for that was that, in their belief, when a colony came to a state of manhood, when it was able to take care of itself, then it would be best that it should separate from the Mother Country and become an independent State. He had approached this question largely from a financial standpoint and he was convinced that our ever-growing expenditure was rapidly nearing a point at which it would become intolerable to the people of this country (hear, hear). The growth of that expenditure was mainly due to the growth of the cost of our naval and military forces. He looked at it also from the point of view which he had always considered of supreme importance—that of promoting greater union between the United Kingdom and the self-governing colonies. Many people had dreamt of political union; others had suggested that greater union would be secured by commercial and fiscal arrangements. In his belief, if they wished to promote futher union, it should be on the lines of common defence as parts of a common Empire (cheers).

THE new head master of St. Paul's School, the Rev. A. E. Hillard, M. A., who has been appointed to succeed to the post which had been held for close upon 30 years by Mr. F. W. Walker, is like his predecessor, an Oxford man. He was a scholar of Christ Church, took a first in Classical Moderations in 1887 and a First in Greats two years later. Fifteen years ago he took Holy Orders and became Master and Chaplain of Clifton College. He was elected first head master of Durham School in 1899, where he has gained for himself a high reputation. Mr. Hillard, who is general editor of Rivington's "Books of the Bible," is the author both of a Latin and a Greek Prose for Middle Forms.

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as bright as a button. It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels and is the best known remedy for dysentery and diarrhœa whether arising from teething or other causes. Mrs. Winlow's Soothing Syrup is sold by Medicine dealers every where.

THE WELLINGTON INSTITUTE AT COONOOR.

OPENING BY GENERAL EGERTON.

THE opening ceremony of the Bishop Whitehead Church of England, Soldier's Institute at Coonoor took place on Saturday evening in the presence of a large and fashionable gathering, comprising the officers of the garrison and the elite of Coonoor. Among those presens were : Sir Charles Egerton, Colonel Rundall, the Bishops of Madras and Tinnevelly, Canon Brittain and the Rev. Mr. Welchman. The proceedings opened with the singing of a hymn, after which his Lordship the Bishop of Madras read out special prayers. Canon Brittain read the Lesson and the Rev. Mr. Welchman, the Garrison Chaplain, presented the report. He said that the first Institute was opened in 1885 by the Rev. Mr. Frank Penny, but the Bishop pronounced the site of the Institute very unsatisfactory, and as there was no room for further development, it was decided to build a new Institute. The new building contains sixteen rooms, a reading room library and hall, the latter to be called the Cheshire Hall, etc.

Lieutenant-General Sir Charles Egerton, in declaring the Institute open, said : My Lord Bishop, ladies and gentlemen,—When you, my Lord first did me the honour of asking me to open this Institute, I must confess that I hesitated as I held, and still hold, somewhat antagonistic views on its denominational character and on the general lines of its working. However, when your lordship explained to me that these were the only conditions on which a grant-in-aid was given by a society at Home, I withdrew my objections and willingly consented to open it. It was while considering what I should say at the opening of an Institute with the working principles of which I was not entirely in accord, that the conviction was borne in on me of the incalculable amount of good that had been effected by means of similar institutions such as those at Peshawar, MainMir and Secunderabad, even though they are not conducted on the broad (possibly to broad, principles which I and many other better men than myself advocate for them. I must explain that the day before yesterday, the 8th June, was what I may call my military birthday, and this fact crossing my mind, when occupied with what I should say on this occasion, very naturally caused it to revert to the condition of a soldier's life. When I first joined the Army, thirty-eight years ago, the soldiers of that day were for the most part quite uneducated, a very large percentage being unable to read and write. Regimental institutions were unknown and here in India the only resources of soldiers were the canteen and the bazaar. Except cricket and occasional theatricals, there was nowhere for a soldier to betake himself for rational enjoyment or amusement, or where he could obtain a meal. It can scarcely be wondered at therefore, that in those days the Army was to a lamentable extent steeped in drunkenness and its natural consequence, crime. The spread of national education since those days has, of course, reacted on the Army, and the soldier of the present day looks for facilities of rational amusement and self-education which were then undreamt of. He reads more, thinks more, and takes more thought for the morrow than did the average soldier of those days. Nowadays not only are the requirements of a soldier most carefully studied and provided for by his own corps or regiment; but, thanks to institutes such as this, he can meet and associate and exchange ideas with men of other regiments or branches of the service. Facilities are offered him for religious instruction, should he desire it, there is no compulsion, and accommodation is provided for meetings of associations such as the Good Templars and similar societies, as also for concerts and theatricals.

Board and lodging is provided for furlough men at a reasonable cost and good wholesome food is obtainable at stated hours. In fact every inducement is offered to those whose religious convictions allow them to take advantage of it to wean them from the bazaars and help them to lead lives of temperance sobriety and chastity. Contrasting this state of affairs with that which I have previously described, I think that all of us, however much we may differ on certain points, must recognise the great power of good that an institution such as this possesses, and may equally pray for God's blessing on it to whose name I now declare this the Wellington Institute to be open.

Bishop Whitehead said: Ladies and gentlemen,—It gives me very great pleasure to propose a hearty vote of thanks to Sir Charles Egerton for kindly coming to open this Institute, and I can assure him that we greatly appreciate the kindly sympathy which his presence here betokens. I know how much the efficiency of the Church's work in the Army depends on the help which the clergy receive from the military authorities, and I am always most grateful for the very great help and encouragement, which we constantly receive in this diocese, and it is my earnest desire that we should realize that we are engaged in common work towards one common end. I feel sure that though Christianity is a religion of peace, the better Christian a man is, the better soldier he will make. It would perhaps, be going too far to say that the Army would be all the better if all the Generals were Bishops. But I will say the more we can get Generals to help us, the better we shall do our work, the higher will be the moral tone of the Army, and the higher the moral tone of the Army the more efficient it will be as a fighting machine. Napoleon the Great was reported to have said that Providence always favours big battalions, but I doubt whether this is the experience of history. I think it is true that moral qualities count for a great deal more in war than people are apt to imagine. I was very much struck with an extract from a naval annual which I read the other day, in which the writer pointed out that the superiority of the Japanese over the Russians at sea was mainly due to the superior morals of the Japanese officers and men, and I presume what is said of their navy is equally true of their army, and the experience of the war would serve to show that Providence favours the most moral battalions. But, apart from that, no one would deny, from a Christian point of view that it is the plain duty of the Church to do all that it can do for the moral welfare of her sons, whether they are in the Army or Navy or any other profession, and that is this motive which has led us to make a special effort during these last few years to build and improve soldier's institutes all over the diocese. I do not imagine for a moment that these institutes are going to revolutionize the Army or that they are more valuable than other forms of work, but at the same time they touch a particular part of a soldier's life which is particularly liable to temptation, I mean his hours of leisure. The most difficult part of a man's duty is to use properly the time when he has no duty. I am most thankful to say that this is a difficulty which I have not faced all through life. Ever since I was a small boy at school I cannot remember ever having an hour hang heavily on my hands, except once or twice. I, have had a toothache and I know from personal experience what a thing it is to have one's spare time occupied with healthy and innocent amusements. I earnestly hope that our soldiers' Institutes will do that for British soldiers in this diocese. They are intended to be places where a soldier can spend a happy and pleasant afternoon or evening without being exposed to temptations. He can come to an institute to have a quiet supper, play a game of billiards, read the papers, play chess or draughts or a quiet game of cards and at the same time enjoy just a touch of home life and comfort.

SUGAR AND SPRING.

WHY do the flowers bloom in the Spring? We all know the place of the flower in the economy of the plant, but what is the precise cause of its periodical appearance? It is, of course, due to some form of irritation, and a recent re-examination of the question has been made by a plant physiologist, Oscar Loew, who lives in Japan. His researches, says the "Morning Post" have been made particularly with the Japanese cherry blossom. Despite the abundance of their blossoms, the Japanese cherry trees do not produce perfect fruit, for the climatic conditions cause the cherries while still in an unripe state to drop from the trees. Herr Loew found that the nutritive matter which the tree provides to bring its fruit to ripeness ceased to be operative after the unripe sberries had fallen off and was stored, in the form of starch, in the bark. This starch in the following spring was transformed into sugar, and appeared in unusually large measure in the sap of the tree. To this fact is due Loew's inference that the sugar is the cause of the irritant influence that leads to the formation of blossoms. Comformably to this inference, Loew finds, indeed, that all the peculiar phenomena of the formation of blossoms may be traced to an increased proportion of sugar in the sap, and thereby explain themselves precisely.

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FIRST APPEARED IN THE "BOMBAY GAZETTE" OF MAY 22.
SECOND APPEARED ON MAY, 29TH.
THIRD APPEARED ON JUNE 5TH.
FOURTH APPEARED ON JUNE 12TH.
FIFTH WILL APPEAR ON JUNE 19TH.

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TO meet the demand for high class articles on the Turf, made by the general public as apart from the racing-man, we have arranged for a series of anecdotal and informing contributions. These are concerned with anecdote and reminiscence rather than with racing form, and emphatically deprecate that type of gambling which has attached itself to the noblest of sports. The following programme shows the open, healthy nature of the series, and the authors' names are guarantees of thoroughly popular and high-class treatment.

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5. The Sportsman—The Man who Loves Racing, by ....E. H. Cooper
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A LICENSE to supply ELECTRICAL ENERGY to the public having been granted by the Local Government to the Brush Electrical Engineering Company, Limited, a supply of Energy will be shortly available in the principal streets and roads of the Fort.

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(1) The charges for Electrical Energy will be on the maximum demand (Wrights') system.

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(4) A minimum charge of Rs. 9 per quarter will be made to the occupants on behalf of every house, tenement, flat or other premises, whilst connected to the Company's mains, even if no energy is consumed.

Applications for supply must be made on a printed form which can be obtained at the Company's Office, Canada Buildings, Hornby Road, Fort.

FRANK W. CHANTER,
Agent to the Brush Electrical Eng. Co., Ltd.
Dated Bombay, June, 8th, 1905.

The Bombay Gazette

TUESDAY, JUNE 13, 1905.

THE MARINA.

THE Corporation may or may not like the idea of a bridge or bridges crossing the Railway line on the sea-face and may have permitted itself to be misled by a lot of sound and fury signifying nothing beyond the release of compressed air. But we are going to have those bridges all the same. If the individuals who have developed hysterical symptoms, during the past few days, had been business-men, capable of managing either their own affairs, or those of others, they would have said: "Let us have those bridges. Of course, we must have those bridges." Then they would have sat down and waited until all the material was contracted for before making another move. That move would have been to sit down again, and wait a little longer until delivery began and then they could have countermanded the order. The contractors would have objected. A compromise would have been effected, said contractors undertaking to build a mile of the Marina instead of each bridge and to use up the material, bought for the bridges, in its construction. If the Marina project were delayed until after the completion of the bridges—still good, pull down the bridges and use the material in the Marina works or sell it as old iron and good building stone and credit the amount to the Marina accounts—the simplest thing in the world and quite consistent with latter-day commercial morality which is still half a cut above the morality of corporate bodies, which, as we all know, have neither a body to kick nor a soul—well let us say—to save.

Of course, we must have a Marina—even if it be called the Lamingtonsky Prospect. We must have a broad promenade, a broad carriage drive, a broad road for motors, another for cycling, yet another for equestrians. Then what about hand-carts and bullock-carts and the elegant vehicles which are the pride of the Health Department? What about the bodies for the Burning Ghat and the others for the Mahomedan Burial Ground? What is to-day known as the Queen's road will serve. What better? And how better protect the Lamingtonsky Prospect and the people on it from contamination than by retaining the existing railway precisely as it is? In discussing the question of the bridges as a thing apart, those who have done so have stultified themselves. They have misrepresented the ideas of Government and have thereby committed a heinous offence, for which we do not doubt they will do penance at an early date. They will see from the correspondence presented at yesterday's meeting of the Corporation and of which we publish an instalment to-day, Government has urged the representatives of the public to consider a much more comprehensive scheme than the mere construction of a couple of overbridges. And on this broader scheme, engineers,—may we not say eminent engineers?—have expressed their views separately from the "omnium gatherum" of the Municipal Committee. As we stated the other day, to do away with the offensive smoke of inferior coal (Alas, poor India, even thy coal is inferior and offensive!), it is suggested that for local and suburban traffic electric engines shall take the place of steam locomotives. One of them at least would have an underground railway; another is partial to a tube. We shall have neither, having already laid out enormous sums on storm water outlets and a new Shannon river in the neighbourhood of Worli. Moreover, it is quite unnecessary to decorate storm-water drains with railway lines and sleepers, or to build them sufficiently spacious to accommodate railway trains.

If we determine to stop all railway traffic at Church-Gate, we shall have gained little—in fact nothing, for the line to Colaba and the depot at Colaba will be required for the accommodation of trains, of spare engines and a reserve of carriages. It matters nothing whether they be propelled by electricity or steam. They will want accommodation, for they can neither be piled on top of one another nor folded up like Berthon boats or collapsible camp-cots. They want room, and to put them on the Oval would invite comment if it did not indeed occasion remark. But the whole question of communications is to be dealt with and the proposed overhead line, already condemned by one eminent engineer as a nightmare, need not be given a moment's thought. Mr. Owen Dunne's observations, however, may be pondered over, for they will serve to show how much more advanced are the ideas of the Chairman of the Improvement Trust than those of several other gentlemen, whose names appear, wherein he advocated the employment of of motor traction for the conveyance of goods to the railway depots. He anticipates public opinion by a few days we imagine; that is if we may judge by the notice promulgated the other day by the Port Trust, which prohibited automotors entering the docks except for export or import. In the multitude of counsellors there may not be wisdom, but we are sanguine in the belief that the more modern men will at least succeed in knocking antediluvian ideas out of the less enlightened of their colleagues. We trust they will succeed in formulating such a scheme as will secure access for the crowds who wish to flee from fetid alleys to the wind-swept sunlit beach beyond, provided that the wind-swept, sunlit beach be secured against the back-wash for the Worli drainage outlet; and the foreshore be ensured against contamination by the denizens of the fetid alleys who may resort thereto.

CHICAGO. CHICAGO is one of the most go ahead towns in a country whose people are remarkable for energy and enterprise. Mr. Consul Finn has been clearing the air of misconceptions in regard to Chicago and suggests, in his report on the trade, commerce and agriculture of the district, many ways by which British manufacturers may trade there with success. To begin with, there are 2,000,000 persons in Chicago and of these no fewer than 400,000 are Germans and 300,000 British subjects or British naturalised Americans. Thirty-two railroads run to the town, bearing 1,839 trains inwards daily. In four years thirty millions sterling were spent in erecting 146 miles of streets, over 60 million live animals entered the city last year, and very likely, seeing its brisk pork and preserved meat trade, were happily despatched from it. Sixty million bushels of corn are manipulated by its grain elevators annually and as a port, it has a long and important list of shipping. Over one hundred thousand of its inhabitants subscribe to the telephone, and in manufactures London is the only city ahead of Chicago. The Chicago bankers have in their deposits 121 million sterling. Although Mr. Finn admits that crime is frequent and that of a violent nature, that the police are insufficient and there is no check on carrying arms, yet it would be a mistake to class Chicago with the wild Western towns where might reigns supreme. The people are little given to drunkenness and most of them are able to live in comparative comfort, few being thrown on public relief. The streets of the town, in spite of the best water supply in the world, however, are certainly dirty, but there are large parks and many open spaces. Chicago has earnestly taken up the reformation of youthful delinquents and expends intelligent effort on the training of children who come under the care of the State. Her two universities are making marked progress in research and higher studies. The youthful energy of Chicago finds plenty of employment in the immense mineral and agricultural wealth at its doors, as yet only partially developed. Men vigorously start business in a place where the railroads quote low rates for the producers and where enthusiasm in work is rewarded by rapid promotion and better pay. Most business houses keep a record of each employe's work and some have introduced a system of profit-sharing, master and man thus mutually benefiting in the development of the business. In Chicago manufacturers of British articles would find, according to Mr. Finn, a market for their goods, as long as they did not deal in things made from raw products supplied by the United States. He gives a voluminous list of the exports that are asked for and points out that former British residents are numerously scattered through the district and would welcome the chance of purchasing the food articles they were accustomed to in the United Kingdom, now that in theis improved circumstances they can afford to do so. But Mr. Finn deplores, as we said elsewhere, the indifference of the British trader who seems mesmerized in unhanging trade methods and cannot be induced to adopt newer ways more adapted to the market he grumbles at others for supplying. By conforming to the commercial customs of the country, the excellence of the British wares will assert itself and good trade will follow as a matter of course, but it is well to remember that America is improving in every sort of manufacture every day, so that the inferiority to the British made article will soon be a thing of the past, and a turn in the tide of trade will be past praying for. The American advertises with all his might and main, making his goods known over the length and breadth of his land. The English firms desirous of competing must do the same, or give up the attempt.

THE PARSEE-PRESIDENCY IMBROGLIO. THE unfortunate disagreement between the Bombay Gymkhana Committee and the Parsee cricketers over the change of dates for the Parsee-Presidency match has led to the abandonment of what was, without doubt, the principal sporting function of the year in Western India. Without going into the pros and cons of the reasons that lead up to the dispute, we cannot help regretting that wiser counsels did not prevail at the last meeting and that the Gymkhana Committee could not see their way to annul the proceedings of previous meetings on the Parsees representing that the interval of four months between the two matches at Poona and Bombay would interfere with their placing a representative side in the field. If the wishes of the general body of cricketers in Bombay were at all studied, the old conditions would be reverted to and the match would be played as usual in August. The matter is one of considerable public interest, as thousands of cricket lovers of all denominations look forward to the annual meeting between the Parsees and the European crickers of the Presidency, and we would ask if there is not yet time to effect an amicable settlement of the points at issue and arrange that the match be played as usual. We feel certain that the Gymkhana Committee would, under the circumstances, be losing nothing in dignity in retracting from their present position, even though their reasons for changing the dates of the match may have been valid enough and the objections raised by the Parsees be considered frivolous. The annual match in Bombay between the Parsees and the Presidency has too many historical connections to be abandoned without sufficient cause, and cricket lovers in general, even though recognising that the monsoon season is not the best time of the year for the fixture, would rather that it were played out under the conditions that have prevailed during the past decade than that the present deadlock should last. The cricketing public have, of course, no voice or concern in the arrangements of the Presidency and the Parsees, but in this case public opinion is so strongly in favour of the restoration of the original dates that a change of attitude by the Gymkhana Committee would be regarded as a graceful concession and one, which we may add, would in no wise weaken their legislative powers in connection with future questions rising out of this annual match.

THE HEALING VIRTUES OF COAL TAR. THE discovery by Professor Dakin, of the Lister Institute, of a substance called "adrenalin," claimed to be "a preparation from tar vital to health," reminds us that it is just 150 years since the celebrated Bishop Berkeley published his once famous treatise on the healing virtues of a coal-tar preparation which he claimed to have discovered. It is a marvellous book, the learned Bishop's ranging, with elevated vision, over a vast field of philosophical disquisition, but never failing to link the virtues of tar-water with the eternal verities and even the life hereafter. In 1752 he returned to the subject in a more concise form, but still sticking tight to tar, in a little "miscellany" entitled "Farther Thoughts on Tar Water" and therein he claimed that it was the veritable "Balm of Gilead," a sure cure for smallpox, useful to the bodies of infants; "it hath also a good effect on their minds"; a physical and moral stimulant. In the most desperate cases, he wrote "the virtues of tar-water are endless. The recovery of Mrs. Wilson, daughter of the late Bishop of London from a lingering, hopeless disorder was a noted case, and attested by his Lordship. I have even been informed, upon good authority, of two or three instances wherein persons have been recovered by tar-water after they had rattles in the throat." Comment on this latter statement is hardly necessary.

THE P. & O. Company's s. s. Arcadia, with the outward Mails of the 2nd instant, left Aden at 1 p. m. on Sunday, and is expected to arrive in Bombay at 9 a. m. on Friday next.

IT is satisfactory to know that the harvest in the Punjab will not fall below the average this season. It has been practically completed, and threshing and storing constitute the present operations.

THE goods traffic on the B. B. & C. I. Railway for the week ending 20th May, 1905, shows an increase over the corresponding week of 1904 of 941,007 maunds with a decrease of Rs. 12,771 in the earnings.

WITH effect from the 1st June, letter mail-articles for the Calcutta and Madras Mails may be posted at the Bombay General Post Office with a late fee of half an anna, Calcutta mail 7 p.m. to 7-45 p.m., Madras mail 7-30 p.m. to 8-15 p.m.

MR. G. A. T. BENNETT, who was at Karachi some years ago, returns this month as Deputy Postmastere General, Sind and Baluchistan circle, relieving Mr. I. G. J. Hamilton, who proceeds to Dacca as Deputy Postmaster-General, Eastern Bengal.

THE current "Gazette of India" contains a notification by the Government of India in the Foreign Department, the effect of which is to announce that in making selections of candidates for the Political Department much weight will be given in future to a thorough knowledge of the French language.

THE work of re-laying the Rohilkund and Kumaon Railway with 50lb rails instead of the present 41lb metals has been commenced. It will be an expensive undertaking, and the directors propose, therefore, to issue the remaining £200,000 Preference Shares next month.

FUNDS have been provided for the purpose of giving direct telegraphic communication between Lyallpur, the controlling office in the Chenab Colony, and Karachi, and connection will be opened by next cold weather. This arrangement is expected to prove of great advantage to the commercial community.

IT is notified that the services of Mr. M. Hammick are replaced at the disposal of the Government of Madras, and that Mr. Stuart, Director of the Criminal Intelligence Department, is to officiate as Secretary to the Govenment of India in the Home Department, in addition to his own duties

As regards the bridge over the Ganges on the Allahabad-Fyzabab Railway, the girders are now in position and have been tested. Trains will, as stated last week, begin running across from the 15th instant. The roadway on top of the bridge, with its approaches, will be completed in a few months.

As is well-known there are private breweries which manufacture malt liquors after the English fashion at Debra Dun, Lucknow, Naini Tal and Almora. From an interesting official report issued recently in regard to them, it appears that there was a very considerable decrease in the sale of beer last year, due chiefly, it is said, to the spread of temperance principles in the Army.

A CORRESPONDENT writes:—"They are still talking about it in Simla. Many won't believe it. These are the verified facts: At an ordinary meeting of the Committee of the Simla Municipality, held on Wednesday, the 31st May, under the presidency of Major M. W. Douglas, C. I. E., Deputy Commissioner, a letter, dated 28th May, was read from the Superintendent of Mails Kalka-Simla Line, intimating that his Excellency the Viceroy's trip to Mashobra necessitated the opening of tonga line between Viceregal Lodge and Mashobra from June 4th. It was thereupon resolved that the Superintendent of Mails be informed that the use of tongas within municipal limits is contrary to the by-laws "and cannot be permitted!" A Press telegram has since gone the round of the Indian newspapers intimating that the Municipal Committee will cease to exist by October next.

BY slow degrees District Boards in India are beginning to see what a profitable enterprise is the construction of feeder-lines of railway on the 2ft. or 2ft. 6in. gauge. The local traffic is generally sufficient to ensure a return of 5 per cent, or even more in densely populated tracts, and there is practically no risk of financial failure. In 1903 the Government of India offered to advance a limited amount of money through the Provincial Loan Account to Local Boards in the Madras Presidency that wished to build lines of this kind but could not raise all the money required. This offer was extended last year to all such Boards throughout India, which levy a special cess for railway construction; and when the terms become generally known there should be many applications for assistance. The policy is a sound one, for the traffic along the main routes will steadily expand as a network of feeder-lines is spread over the country. At present there are few of these, though such as have been built are paying handsome dividends.

THE SCANDINAVIAN DIFFICULTY.

CHARLES STIRRUP writing in the "Pall Mall" a few days before the mail left, foreshadowed the complications which have occurred in Norway. There can no longer be any doubt that the Union between Sweden and Norway, which when it was established in 1814 was declared to be "indissoluble and irrevocable," is in great danger of coming to an end, he wrote. The Norwegians have never taken to it kindly: the Swedes are absolutely weary of the interminable dissensions between the two countries, or as they prefer to put it, of the complaints of their Norwegian fellow-subjects of King Oscar. On May 18 a bill was adopted unanimously by the Norwegian Odelsthing, and before the end of the month will have been passed by the Lagthing, which aims directly at what has been described as the "sine qua non" of the existence of the Union.

This bill seeks to establish a separate and independent Norwegian Consular Service. Although it is somewhat difficult to form a just estimate of the rights and wrongs of the Scandinavian trouble, it is easy enough to understand the attitude which Norway has taken up. The Act of Union expressly guarantees that Norway is "a free, independent, indivisible, and inalienable kingdom," and this fact the Norwegians never lose sight of. A proud, brave and spirited people, different in race, language, and ideals from the Swedes, they very bitterly resent any suggestion or any indication that Sweden is the "predominant partner." They claim absolute equality, but persistently declare that they do not enjoy that liberty of action to which they are entitled. It is now about four centuries since Norway had direct and independent political intercourse with foreign nations. Previous to 1814 Denmark held the suzerainty over the country, and since the Union with Sweden—a Union, be it remembered, which was forced upon Norway—the Swedish Minister of Foreign Affairs has acted on behalf of the two countries. At first Norway raised no objection to this indeed, the circumstance developed naturally, for Norway's foreign relations were of the smallest and most unimportant kind. But apart from the fact that the King of Sweden was also the King of Norway, there was not, and there is not, any other bond worth speaking of between the two countries but this of one Foreign Secretary acting on behalf of both, as if they formed a single State. As time went on Norway became very dissatisfied with this arrangement, and not without good reason. She had failed to make her independence clear to the diplomatic world, and she found herself in a decidedly secondary position. For, after all, it was only to be expected that a Swedish Minister would act in accordance with Swedish ideas and ambitions. The Norwegians declare that Norway has never been properly considered in diplomatic affairs; and the Swedes report that the Norwegian view is altogether too restricted, and that it never takes into consideration the best interests of the two countries together. There seems to be a considerable amount of truth in both of these arguments, but however that may be, certain it is that as Norway became more prosperous her dissatisfaction became more acute.

It was in 1891 that the Norwegian agitation on behalf of an independent Consular Service first seemed to have some chance of success. The Government had proposed certain modifications of the existing system, but, having been accused by the Opposition of consenting to a Swedish Minister for Foreign Affairs, were defeated. A new Ministry was formed and having placed at the head of the programme, a claim for independent or separate foreign representation for Norway, gained a great triumph at the elections. This project was, naturally, strongly objected to by the Swedish Government, but early in 1892 the Storthing passed a resolution favouring the establishment of separate Norwegian Consuls, declaring that this was necessary for the free development of the industrial and commercial life of the country. King Oscar was strongly appealed to by both sides, and was placed in a position of much difficulty, but Swedish influence prevailed; he exercised the right of veto, and the Consular question after much political excitement, fell into abeyance. But not for long. The Foreign Minister, speaking on behalf of the Swedish Government, said that the question could only be dealt with by the joint Council of State of the two countries, and added that a joint diplomatic representation was necessary if the Union was to be maintained, and that the office of Foreign Minister could be held indifferently by a Swede or a Norwegian. This was a concession on the part of Sweden, and showed a desire for conciliation, but the Norwegian Radicals, who had gone out of office but were in a majority, saw in it nothing but a snare, and emphasised their views by a resolution in Parliament. They went still further. They succeeded in inducing Parliament to request the Government to give notice that the joint Consular Service was to be terminated at the close of the year 1894, but King Oscar declared that he would not give his sanction to such a resolution, a decision which provoked the Norwegian agitators to language even more violent than they had used hitherto.

The elections of 1894 left Conservatives and Radicals in the Norwegian Storthing almost equal in strength, the latter having only a small majority of four, and this enabled King Oscar, who all along had shown firmness and tact, to take up a more determined attitude. The embittered feelings between the two countries naturally remained in full force, but late in 1895 the Swedish and Norwegian Government arranged for a Union Committee of fourteen—each Government nominating seven members—to consider the whole question at issue. It was hoped that this Committee would succeed in coming to a decision which would be generally acceptable, and the political tension was relieved very considerably. It was not until March 1898, that the Committee brought their deliberations to a close, and made their report. This report was extremely disappointing, for the members had ranged themselves into four antagonistic groups, each advocating different views. Once more, therefore, were Norway and Sweden plunged into political turmoil. A Radical Government had come into power in Norway and so extremely hostile was their attitude that they decided that the mark of the Union should be removed from the Norwegian flag, a resolution which exasperated every section of the Swedish nation. King Oscar, though acting in opposition to the Foreign Minister, decreed much against his will, that the Flag Act should be promulgated, but as the Act had been passed three times, his consent to it had become dispensable under the Norwegian Constitution. There cannot be the least doubt that this circumstance brought about the complete estrangement of the two peoples. There then began talk of war, though this mostly on the Norwegian side, and mutual hatred and distrust became deeper and deeper. But the advocates of conciliation were not idle, and indeed, they, worked to such good effect that two years ago it appeared that a satisfactory arrangement had at last been arrived at, for a joint Committee appointed by the two Governments had settled in principle how the division of the Consular Service should be effected without the question being brought into connection with that of the settlement of the diplomacy and the Foreign Ministers of the two kingdoms. The onus of responsibility for the failure of these negotiations rests entirely upon the Swedish Government. They acted, according to appearances, in bad faith. Perhaps they expected some other decision than that which was arrived at, but however that may be, when the time came for them to carry out the recommendations of the Committee they backed out, as it were, and raised the claim that the Norwegian Consuls should be under the control and jurisdiction of the Swedish Foreign Minister.

A graver political error on the part of the Swedish Government could hardly have been committed, for it had the effect of making the Norwegian people unanimous in demanding a separate Consular Service. Hitherto the Conservatives and Moderates had shown a tendency to oppose the extreme claims of the Radicals but now they fell into line with them, convinced at last that the exigencies of the case demanded that they should do so. Quite recently the Prince Regent proposed that the conditions of the Union be revised, and this was thought in Sweden to be a happy solution of the difficulty; but Norway would not listen to it, the leading Norwegian newspaper declaring that the Consular question was "the touchstone of our national unity and our national independence."

(Concluded on page 6.)

PEACE NEGOTIATIONS.

NO PROGRESS YET.

FIGHTING IN MANCHURIA.

[THROUGH REUTER'S AGENCY.]

LONDON, JUNE 11.

Reuter (St. Petersburg) learns officially that there is no question of nominating plenipotentiaries at this juncture. Whatever meeting is now arranged is merely for the purpose of communicating the Japanese terms which will be referred to St. Petersburg and, if the latter finds they constitute an admissible basis for negotiations, then plenipotentiaries will be appointed.

LONDON, JUNE 12.

Reuter (Tokio) says that in reply to President Roosevelt's note Baron Komura has handed a note to Mr. Griscom, the United States Minister at Tokio, saying that desiring the re establishment of peace on terms which would fully guarantee its stability, Japan will appoint plenipotentiaries at a time and place mutually convenient for the purpose of negotiating and concluding the terms of peace.

The above shows that Japan's conception of the object of the proposed meeting in no wise coincides with the view of the Russian Foreign Office, the limitedness of which causes some misgiving in diplomatic circles at St. Petersburg, and it is felt that if the Russian attitude is maintained the present movement will lead to nothing. Others regard the attitude as a natural endeavour to avoid the impression that Russia is determined beforehand to accept Japan s terms.

The publication of the text of the Russian reply is awaited with anxiety.

LONDON, JUNE 12.

Reuter (Tokio) wires that the Japanese on the 9th inst, expelled the Russians from a series of positions North and North-East of Changtufu.

OUTRAGE BY MOORS

Britisher and Austrian Murdered.

LONDON, JUNE 11.

The Moors have murdered the Austrian Vice-Consul at Mazaja and also a British subject with the object of robbery.

Representations have been made by the Austrian and British Governments to Morocco on the subject

THE MOROCCO QUESTION.

Concessions to Germany.

LONDON, JUNE 12.

Reuter wires from Fez that Germany has already received certain minor commercial concessions and it is feared that any modification of the "status quo" by the grant of further concessions may lead to a serious crisis.

BRITISH SUNKEN SUBMARINE.

Raised.

The submarine which sunk off Plymouth has been raised.

AN APPEAL FROM LORD ROBERTS.

A Fund for Rifle Shooting.

Lord Roberts earnestly appeals for a hundred thousand pounds for a new scheme for promoting rifle shooting and physical training on a large scale.

A fund has already been opened.

A NEW ARMY LIST.

Indian Regiments to be Included.

As a result of Lord Kitchener's recommendations to the Government of India the regiments of the Indian Army will henceforth be included in the War Office monthly and quarterly lists.

THE IN-COMING MAIL.

ADEN, JUNE 11.

The P. and O. Company's s. s. Arcadia, with the English mails of the 2nd instant, left here for Bombay, at 1 p. m., to-day, and the same Company's s. s. China left for Colombo and Australia also at 1 p. m., to-day.

FRONTIER OUTRAGE.

SALT POST RAIDED.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 12.

The salt post at Gurguri in the Kohat district was raided by Wazirs on the 9th instant, one sepoy was killed, 2 wounded and 2 rifles carried off.

IT was during the years that she lived with her husband at Lavender Sweep, Clapham, that the widow of Mr. Tom Taylor, whose death is announced at an advanced age, met many notable men of her day, friends of her husband. Thackeray, Dickens, Tennyson, Browning, Leighton, Millais, and Watts were among those who were often found at the table of the Under-Secretary to the Local Government Board, whose name is best remembered as a dramatist and the editor of "Punch." The "Telegraph," in announcing her death, recalls her wonderful gift for music and her abilities as a violinist. She was the composer of many songs, also of violin and pianoforte pieces and had played both with Spohr and Paganini.

DIR DISPUTE SETTLED.

TROOPS RETURN TO INDIA.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 12.

The trouble in Dir between the two brothers Badshah Khan and Mia Gul Jan having now been amicably settled, the British moveable column has received orders to return to India from Chakdarrah where it has been held in readiness for some weeks past in case of its being required to protect the road to Chitral.

The Malakand Moveable Column which moved out to Chakdarrah has now been ordered to demobilise and the units to return to their stations as follows :—

The 24th Hazara Mountain Battery, 35th and 45th Sikhs and No. 30 Native Field Hospital left Chakdarrah on the evening of 11th. The Guides Cavalry and one Squadron of the 21st Cavalry leave to-morrow morning, the second Squadron leaving on the 15th.

The Guides Infantry with a double Company of 5th Sikhs, half of No. 4 Company of Sappers and Miners also leave to-morrow. The remaining detachments travel on the 15th instant.

JAPANESE LANGUAGE FOR MILITARY OFFICERS.

PRIZES TO BE AWARDED.

Three officers of the Indian Army will be allowed to proceed to Japan annually for a two years' study of the language. They will receive full regimental pay and allowances while in Japan and half staff pay of their permanent appointment. Those who obtain 75 per cent., of the aggregate marks at the examination held at the end of the first year will be entitled to a reward of £ 100 and those who obtain a similar percentage in the final examination will receive a further reward of £ 100,

MILITARY INTELLIGENCE.

SIMLA, JUNE 12.

Lieut.-Colonel Close R. G. A., on promotion to that rank has been posted from No. 90 Company to command the R. G. A. at Sierra Leone.

Capt. Butler, 54th Battery, has been transferred to the 63rd Battery R. F. A.

Dress.—British officers in supersession of all previous orders on the subject, the following instructions regarding the wearing of helmets by officers in India are published for information :

Wolseley pattern khaki helmet (1) will be worn by officers serving with British units when parading with their men in all orders of dress ; (2) by all other British officers when the lungi is worn. Other helmets—(3) the existing pattern white or regimental helmet will be worn by staff and departmental officers in all orders of dress except khaki and by officers serving with British units on ceremonial occasions when not parading with their men; (4) white drab or rifle green helmets of existing pattern will be worn by British officers of the Indian Army in all orders of dress except khaki and except when the lungi is worn instead,

The 110th Mahrattas, on arrival at Bombay from China, will be allowed to go at once on furlough instead of going on to Bhuj. Any men who do not avail themselves of furlough will be encamped at Poona until the end of the furlough seasons when the regiment will reassemble at Bhuj.

The following are the winners of the "Command" and "Provincial" Medals, in the Northern Command for the season 1904-5 :—Command Medal—2nd Lieutenant F. F, Cole, North-Western Railway Volunteer Rifles, 64 points. Provincial Medal—Lance Sergeant C H Ellison, North-Western Railway Volunteer Rifles, 60 points.

AT the Indian Cavalry Dinner to be held at Simla on the 27th instant, Major-General McLeod will preside as Senior Cavalry Officer. Lord Kitchener will be the guest of the evening.

Lieutenant-General Sir Bindon Blood leaves Murree on the 23rd instant for Simla, where he stays from the 25th instant to the 3rd proximo, returning thence to Murree where he will be due on the 6th proximo. Sir Bindon Blood will be accompanied by Brigadier-General, A. A Barrett C. B., Deputy Adjutant-General, Northern Command, and Major T. E. Scott, C. I. E, D. S. O., Deputy Assistant Adjutant-General.

WESTERN COMMAND.

The following appointments have been made :—1st Brahmans.—Captains W. E. White, H. E. Hitchins, H. T. Marshall, Double Company Commanders, to move up in grade succession.

Captain R. Hawkes, protem Double Company Commander, to move up in grade succession.

61st Pioneers.—Major H. T. Brooking to be officiating Commandant.

Major A. M. Anderson to be officiating Second-in-Command.

Lieutenant C. W. H. Skinner, Royal Field Artillery, has been posted to the 79th Battery, Royal Field Artillery, from No. 8 Ammunition Column.

Lieutenant W. A. Jelbart, Army Veterinary Department, has been transferred from the Eastern to the Western Command and posted to the Branch Veterinary Hospital, Kamptee.

Lieutenant C. D. R. MacMahon, 124th Baluchistan Infantry, has passed the tests for final retention in the Indian Army.

2nd-Lieutenants W. J. Bovill and M. L. A. Gompertz, 2nd Battalion, Yorkshire Regiment, have qualified for promotion to Lieutenant.

Lieutenant-Colonel F. M. Chase, 90th Company, Royal Garrison Artillery, has been posted to the Royal Garrison Artillery, Sierra Leone, on promotion, and proceeds home on an early date.

2nd-Lieutenant R. J. McCloughin, Bedfordshire Regiment, has been posted to the 1st Battalion on appointment.

Captain F. N. Burton, 87th Punjabis, has been selected for employment as Assistant Transport Registration Officer 5th Circle.

Lieutenant C. St. J. Lynch, R. E., is transferred from the Secunderabad Division to the Quetta Division Military Works Service.

ARRIVALS JUNE 11

Lieut W Savage, 32nd Lancers, on leave from Loralai,
Major Clark R A, from leave from Matheran,
Major C W Cartwright D A A G, on leave from Castle Rock.
Major L J Mathias, S and T Corps on leave from Calcutta.

THE PUNJAB EARTHQUAKE FUND.

The following further subscriptions to the Punjab Earthquake Relief Fund have been received by the Bank of Bombay :—

	Rs.	a.	p.
Amount already acknowledged......	63,878	8	6
Miss E..........	5	0	0
President Broach Municipality..........	80	0	0
A. R. C.	10	0	0
E. R. F.	15	0	0
Total Rs.	63,988	8	6

MUCH good will, we hope, be effected by the public spirited offer of Mr. Paris Singer, the hon. treasurer of the Automobile Club, to pay £100 reward for the identification of every motorist who drives off after inflicting serious injury, and to continue these payments until they reach £1,000 a year, or until he is satisfied that the scandal has abated. The offer is the most cogent proof that could be asked for of the detestation in which the decent motorist holds the "road-hog," and we are glad to see that the claims are to be paid through the Automobile Club,

SPORT IN ENGLAND.

Success of the Australians.

DOINGS OF THE COUNTIES.

AMATEUR GOLF CHAMPIONSHIP.

LONDON, MAY 26.

THEY "feared their fate too much," and their "deserts" were exceeding small. To write thus of the pitiful display of the Gentlemen at Lord's is to flatter the participants in absolutely the worst performance by a representative English side in the annals of the game. If the Gentlemen had failed on a bad wicket even if they had got themselves out by reckless hitting at good-length balls, or had fallen before bowling of exceptional excellence and deadliness verging on the unplayable, their defeat would have lost something of its sting. As it was, they were not merely beaten ; they were ignominiously beaten under conditions, which rendered the saving of the game by no means an impossible task, or, at the least, were not unfavourable to the making of a bold effort to escape the innings defeat. What those present saw was doubtless false cricket. Every spectator knew that the batsmen were doing the most gross injustice to their powers. But in this very fact lay the real sting of the disgraceful defeat—a strong phrase which happily has rarely to be applied to an English reverse, whether in sport or in war, but is assuredly applicable to Saturday's debacle. After Fry left the batsmen were utterly demoralised—all played like men fearful of their fate. Bad batting can be overlooked, but faint-hearted batting is "not English" as that phrase is popularly understood. Those who watched batsman after batsman "poke and potter" in timorous fashion until released from his painful position by some suicidal stroke must have been divided between sorrow and anger. The only consolation is that the cricket was false. The same men would never again suffer the same ignominious defeat. Yet the moral effect may remain, and, if many of those who shared in the pitiful performance are selected for the tests even the most prudent prophets would risk nothing in foretelling the success of the Australians.

Technically considered, the collapse of the Gentlemen—for once in a way collapse is the proper term—was due to Laver's slow ball which proved fatal to Fry. That such a "mind-made" batsman as Fry should fall to this ball when playing confidently and well was matter for surprise. He hit much too soon and was clearly deceived by the pace. When Fry fell, the others appeared to abandon hope. Beldam and Wynyard both fell to the same slow from what looked ridiculous strokes for first-class batsmen and were probably the very worst "shots" either of those players has ever made. For the rest, silence. It was a pitiful procession, and, though the spectators had seen an historic innings they must have been glad when the end came. No excuse can be found in the state of the wicket. The ball certainly "did a little," but as Laver's slow which began the collapse owes its deadliness to its deceptive flight alone and would be no more fatal on a bad wicket than on a plumb pitch the condition of the wicket can be ignored.

Though there is no escaping the fact that winning the toss meant winning the match, it would be unjust to the Australians to say that their decisive victory over Yorkshire by 174 runs was due to their getting first use of the wicket, while it was still a plumb pitch. Looking back over the game, its most striking feature was the splendid use to which Duff and Trumper put the opportunity offered by the luck of the toss. The pair scored 122 in an hour when the wicket was at its best by the same daring cricket as they showed in the test match at Manchester in 1902, when they opened the innings on a slow but easy pitch which was bound to become difficult as it dried. The stand on Monday really won the game, or at least had a most marked effect upon the ultimate margin. Justice compels the admission that if Yorkshire had won the toss they would not have displayed the same daring opportunism. Duff and Trumper knew that the wicket would not wear well, and they suited their game to the needs of the situation. They were assisted in their task by the moderate quality of the Yorkshire bowling during this fatal hour, and it is not too much to say that the game was lost and won during the said sixty minutes. After lunch on the first day the batsmen were always fighting for runs, and the wicket was steadily deteriorating.

No doubt the Australians are a stronger batting side than Yorkshire, and the difference in this department is not unfairly represented by the 127 of the Colonials and the 78 of Yorkshire in their respective second innings. All things considered Yorkshire did very well, and, though beaten by a large margin it is safe to say that the difference in runs hardly reflects the relative merits of the sides in all departments. The lameness of Hirst was a very serious handicap. Had he been fit and well, and, if Yorkshire had won the toss, it is at least certain that we should have seen a much finer finish. As it was the issue was never in doubt. When Yorkshire went in to get 253 the surface had been completely worn off the pitch, and Howell had in consequence the very wicket on which he is now most deadly. Time has deprived him of much of his old whip that gives life to the ball on shaky wickets, but on a fast and crumbled wicket he gets life from the ground. The great work he makes the ball do is done quickly and not slowly, as on a "deader' pitch. The result is that on such wickets as that at Bramall Lane, yesterday he has only to keep a length to send down almost unplayable balls. He often broke a foot, and it was little wonder that Hirst lost patience and that F. S. Jackson was beaten by a ball that pitched well outside of the stumps and knocked the leg stump out of the ground. Laver owed his wickets yesterday to the badness of the pitch, the capture of Rhodes excepted, and had the first record for the match of twelve for 111.

The Australians on the 25th, at Old Trafford, laid the foundations for a victory over Lancashire. The "useful trouble of the rain" shortened the day's cricket seriously, and there was all told less than three hours and a half of actual play, but for all that the Australians made a substantial score, and lost only half their wickets. Fortune smiled on them when she gave them the chance of first knock and she continued her favours by bestowing extra lives on such fine batsmen as Trumper and Hill. If Lancashire's fielding had been at all sure Trumper would only have broken his duck and Hill would have retired as soon as he had made his first fifty instead of being able to go on far into his third fifty. But a miss by Findlay cost 35 runs and one by MacLaren has already cost nearly 100, with Hill the lucky batsman, still in play. There were other dropped catches, but these two were striking failures. Findlay caught the ball from Trumper's bat, dropped it on his knee, caught it again, and dropped it a second time. MacLaren's chance was in the slips—a swift ball, but the sort of thing that he would trap with absolute sureness nine times out of ten. This was the odd exception. He dropped the ball, and was so astonished at the failure that he stood and looked at it lying on the grass between himself and Poidevin, who had sat down in a desperate attempt to aid his captain. In this moment of pause there was one of the days many examples of Australian quickness. Hill and his partner took in the situation at a glance, and they stole a run in a way which astonished the Lancashire captain almost as much as his own miss.

The day's batting was full of striking contrasts. At the beginning there was Trumper with a score that stood at a solitary unit for nearly half an hour, while Duff gathered runs from both ends with great freedom. Trumper was in unmood for a long time Hollows, Brearley, and Kermode, all puzzled him with their speed and their methods and his timing of Kermode's fast deliveries that made the ball get up rather viciously was hopelessly at fault. He never shaped like giving the sort of display that men expect from Trumper, and was out at last to a rising ball that ran up the bathandle and over into the wicket-keeper's hands. Noble's innings was memorable for a magnificent hit which lifted the ball over the railings near the railway and for a fine sequence of profitable strokes off Hollows. His innings was ended by a glorious catch which Brearley made, leaping high into the air and stopping a high drive with the right hand. Noble's coolness in facing, kicking balls was delicious. He had a way of springing bolt upright to the full height of his six feet when danger threatened, and once the ball skimmed past his chin and once it gave him a fierce crack on his collar. He took these risks as trifling penalties of the sport.

Hill's magnificent innings, which has yet to be finished, was the great delight of the day's play. It was not free from blemishes—the chance to MacLaren was the worst, and there were others,—but these apart it was a piece of finished batsmanship well worth the drenching which some of the spectators suffered in order to see more of it. Hill made a deliberate study of the bowlers before he started work, but, where he once got going he went ahead with fine confidence. Cutting and driving, he always brought the bat against the ball with great force and will unvarying sureness, so that the outfield had busy time and boundaries came with great frequency. It was to little purpose that a fielder chased the ball when Hill was the striker ; unless he was in the way of it the ball was pretty sure to reach the fence. And here was the main explanation of Hill's big score—every stroke that got runs was surprisingly profitable.

The Western county are to be heartily congratulated on their decisive victory over the powerful Notts eleven. Had the Midlanders held two or three catches instead of dropping them, there would have been a much closer finish, but seeing that Wrathall's splendid innings was made without a chance it is improbable that the final result would have been different. Another good innings played was Grace's 71 for the Gentlemen of England against Oxford University. The veteran made the runs in three hours and never gave a chance. He is 57 in July, but it looks as though he would still be able to add a few centuries to his unparalleled record before he retires from the game of which he has been the greatest exponent.

The Worcestershire men made a good fight of it at Aigburth and H. K. Foster especially is to be congratulated upon being able to withstand for so long the Lancashire bowling, which was varied by A. C. MacLaren with excellent judgment. Nobody in Lancashire would have felt sorry had Foster gone on and scored a hundred, for it is always pleasant to see a batsman who has had to use every kind of stroke for several hours get those magical figures opposite his name on the score board, especially when there is a sufficient balance on the other side to assure them victory. Not withstanding the fine effort of Foster and the good batting of several others of the Worcestershire team, Lancashire all day held the winning hand, for the rate of scoring even during the best part of the innings was hardly fast enough to put on the 373 runs that Worcestershire needed from the time of beginning the game in the morning. As things turned out, they got to 97 runs below the Lancashire total before they were all out, and thus left a still undefeated record for the home county. Brearley again bowled well, but Sharp took H. K. Foster's wicket with a fast ball which the batsman, cutting, did not keep quite low enough to prevent a catch.

The Surrey eleven made a huge score off the moderate Hampshire bowling on the 25th at Aldershot. They began badly by losing Hobbs and Hayes for only 17 runs, but then Hayward and Baker, and afterwards Holland and Lees, gave a splendid exhibition of batting, and completely mastered the attack. Holland and Lees both exceeded a hundred. The latter bowler hit most brilliantly, and it is a remarkable coincidence that both he and John Gunn should score centuries the day after their selection to play in the test match. A word should be said for the good fielding of the Hampshire men. Despite their tiring day in the field they showed no sign of slackness at any time.

On what is described as a "sporting" pitch, Fielder, the Kent fast bowler, played havoc with the Notts batsmen on the 25th, if not with their wickets. Jones was the first to be brought down. He received a stinging blow on the left elbow, which forced him to leave the field. The next ball accounted for George Gunn, striking him over the heart. Later on Staunton and John Gunn were badly hit on the hands, and the professional was also struck above the heart. "fortunately," none of these accidents was so serious as at first feared, though in Jones's case the blow kept him from continuing his batting until nearly half-past four, while George Gunn batted in evident trouble, and was unable to field. In spite of the casualties Notts made the respectable score of 337, towards which John Gunn contributed a faultless 108 not out. Yet a third bowler chosen for the England team made a century on Thursday, Playing against Sussex at Lord's Bosanquet scored 103 in his very best style, driving and cutting splendidly, and making no mistakes.

A new name will this year be inscribed on the amateur championship cup. The two players who survived Thursday's ordeal are both Englishmen. Osmund Scott is brother to Lady Margaret Scott, who won the ladies' championship in the first three years of its institution. Barry, the other finalist, has been resident in St. Andrews for seven years, and is only 19. He is a native of Cornwall. The weather overnight had been very wet, and afforded the moisture the whole course had needed so much. The morning was bright and pleasant, but during the day there were several heavy showers. In the sixth round most interest was shown in the match between Maxwell and Barry. The latter's single achievement was winning the gold medal at St Andrews last autumn with 75, a figure which equalled the professional record of Taylor. He is of rather spare build, and has a slashing style of play, taking a very full swing and throwing all his body after the follow through. The start was somewhat unfortunate for Barry who got just a touch of the heel off his club, and the ball was over the dyke on to the railway. Maxwell played the hole perfectly, and won it in four. Judging the mashie pitch over the second nicely, Barry left himself less to do on the green, and had the hole in three. Over the Cardinal there was nothing to choose between the shots, but on the green Maxwell had about twice as much to do as his rival. The ex-champion holed out, and Barry just failed Failing to judge the strength of the greens cost Maxwell the fourth and fifth, and an extraordinary incident deprived him of the sixth. Barry was bunkered going to this hole, and Maxwell had a stroke in hand. Addressing his putt, he moved his ball, and by losing a stroke he only got a half. The other holes to the turn were halved, Barry turning one up. The first whole in was halved, but topping his drive and landing in the bunker, Maxwell lost the eleventh. At the thirteenth Maxwell had a nice pitch and got the hole. The game proceeded on very even lines. At the fifteenth Barry had a long putt to hole for a half after duffing an approach. The sixteenth saw no change in the game, but at the Alps Barry was in trouble, and Maxwell won the hole and squared the match. The home hole was perfectly halved, and the players had to go out again. Perfect drives and approaches were made, but Maxwell putted very wildly. He missed a yard putt for four and although Barry was quite two feet away—a missable putt—Maxwell knocked the ball away, and gave his young opponent the match.

THEATRE queues, however good an advertisement for theatres, are undoubtedly inconvenient to the outside public. The City Council of Sydney has notified managers in that metropolis that the system must be stopped, and persons obstructing the footpaths in future will be prosecuted. In London we imagine it is the management, which attracts the crowd, which would be prosecuted, but in any case the result will be interesting to watch. There is little argument against the early admission of pit and galleryites except the very slightly increased expenditure on gas inside the building. The enhanced comfort of the audience on a cold or wet day would be immense. It is worth noticing that in London the practice is gaining ground in Variety theatres of numbering and reserving all seats, and thus doing away with the queue.

BOMBAY CORPORATION.

AN ordinary meeting of the Bombay Corporation was held in the Municipal Council Hall yesterday afternoon, the Hon. Sir Pherozeshah M. Mehta, presiding.

RAILWAY OVERBRIDGES.

The Hon. Mr. Ibrahim Rahimtoola asked priority for the consideration of a letter to the President from the Secretary to Government Public Works Department, Railway Branch, dated the 22nd May 1905, forwarding a correspondence with plans and estimates, regarding the construction of the proposed overbridge south of Marine Lines. He said the matter was a very urgent one as the Corporation had to decide within a very short time, what attitude they proposed to take in the matter.

The Secretary to Government, P. W. D. Railway Branch in his letter to the President stated as follows :—"I am desired to refer to the letter from the Secretary to the Municipal Corporation, No. 4211 dated the 29th January 1904, intimating that the Corporation had appointed the Hon'ble Mr. Ibrahim Rahimtoola to represent them on the Committee to consider and report on the location of additional overbridges on the B. B. & C. I. Railway, of which Committee Mr. W. L. Harvey, Municipal Commissioner, was also a Member. I am now to forward a copy of the report of the Committee with the plans, and to state that the Railway Company are willing to commence the construction of the bridge, south of Marine Lines Station, at once, and that the Railway Board consider that the B. B. & C. I. Railway must, under any circumstances, be continued as far as Church Gate, and that the bridge should be constructed. It will, of course, however, be useless to construct the bridge, unless roads are made to connect it with the Esplanade Road and on the sea-side with Chowpatty. The Corporation are aware that the existing B. B. and C. I. Railway Company are under an obligation to construct the bridge on being called on by Government to do so, but the Company will cease to exist on 31st December next, and, if that obligation is to be carried out the work must be commenced at once. I am, therefore, to enquire whether, if the bridge is constructed the Corporation will undertake that one or other of the roads on the East, described by the Committee, and the road on the West to Chowpatty will also be constructed without avoidable delay. It may be a question whether the road from the Framjee Cowasjee Institute could not be carried out as an Improvement Scheme, and the City Improvement Trustees will be asked to consider this point ; but if they refuse, the obligation to connect the bridge with the Esplanade Road as well as with Chowpatty on the West will rest on the Municipality ; and an undertaking that in any event the roads will be constructed is necessary before the Company are required to construct the bridge. If the existing Company are not required to fulfil the obligation, it is improbable that the arrangements made for the future management of the Railway will admit of an overbridge being constructed in the near future at the cost of the Railway.

"2. I am to forward for the information of the Corporation, plans and estimates for an arched masonry overbridge prepared by the Consulting Architect to Government, and to request that they may be returned at your early convenience. I am to add that, under the orders of Government, the Agent, B. B. & C. I. Railway Company, is preparing an alternative design and estimate for an overbridge with girders."

The following is the report submitted by the Railway Overbridges Committee appointed by Government :—Mr. Anderson, Secretary to Government, Railway Department, was unable to attend but gave his opinions in writing which were read to the other members. The Committee are asked to report on the best location for Overbridges on the B. B. & C. I. Railway between Chowpaty and Colaba Wodehouse Bridge. They understand that the site of one bridge has been settled between the existing French Bridge and Chowpaty Level Crossing and that the B. B. & C. I. Railway can be asked to provide two others between the points mentioned in para one. The Committee have held several meetings and examined the proposed sites and after having had some surveys and plans prepared are of opinion that ;—An overbridge just south of Marine Lines Station and at north side of the existing foot overbridge can be built with advantage. There is ample room for an approach on the seaside and on the town side—a practically straight alignment for a 60 feet road from the Queen's Road to the Esplanade Road near the Framji Cowasji's Institute can be got. This line is shown on plan (A) for both 60 feet and 50 feet roadways from which it will be seen that it can be made without taking up any exceptionally valuable property of interfering with the graves in the Cemetery, but touching part of an old Mosque where however the road might be contracted, if absolutely necessary. Considering that this alignment will serve all important parts of the town from the Framji Cowasji Institute up to the Crawford Market, Docks G. I. P. Railway, &c., as well as give good, connection by the Esplanade Road to the Fort, the Committee are strongly of opinion that it should be adopted and beg to recommend it. If however for any reasons this scheme cannot be carried out, the Committee beg to point out that a very fair approach on the town side can still be got by following the existing 1st Marine Street and turning sharp to the south to meet the new Marine Street parallel to the Queen's Road, which will give direct communication towards the Fort, while the branch road (Hospital Lane) running opposite the N. I. Regimental Line will connect with the Esplanade Road and give access to the Fort, Native Town, Crawford Market, G. I. P. Railway, &c. This arrangement is shown on plan (B) for 60 feet and also 50 feet roadways, and it will be seen that in consequence of the high level of the Marine Lines the town approach will run out quickly and so interfere but little, if at all, with ventilation of the town and be no eye-sore. The Committee consider that this latter scheme can be carried out at a very small cost, if a 50 feet width roadway be adopted, as little or no property would have to be taken up, and the Medical Assistant's Quarter in the corner of the N. I. Hospital Compound could be easily moved and rebuilt or made double-storied within the area left untouched by the approach, while on the opposite side the old Scottish Cemetery is encroached upon only to a very small extent and no graves touched. Going on, the corner at junction of Hospital Lane with Marine Lines Street could be eased off, and the road opposite the N. I. Lines widened with the corner at junction with the Esplanade Road again rounded off as shown in (red dotted lines). A further improvement at the junction of Cruickshank Road with Esplanade Road could be made (as shown in red dotted lines) by cutting off a corner which could be made into a garden or left as an open space. The Committee beg to point out that the position of the overbridge at Marine Lines, which must span both the Railways and the Queen's Road, can be at once fixed (at site shown on both plans A and B) as, whichever approach is adopted, the site of the Bridge will be the same. In recommending the construction of an overbridge at Marine Lines, the Committee presume that the road along the sea face, from Chowpaty will be constructed and would suggest that it should be continued on to Church Gate Street Railway Station, and an up-to-date level-crossing (worked so as to prevent unnecessary delays to the road traffic) maintained there. To carry this out a little reclamation will be required near the Church Gate Street Station to widen the available space on the sea-face, and this could be done at small cost, which probably the B. B. and C. I. Railway would agree to share as the widening would be an advantage to their station while they would have only one Bridge to build and that a simple one on the square. Finally the Committee think that an overbridge at Church Gate Station would be most unsightly and objectionable with its long skew and heavy approaches running out towards Marine Lines on the face blocking up both view and ventilation, while on the town side where the approach would have to run down between the General's bungalow and the B. B. and C. I. Railway Offices and tail out a long way on to Marine Lines Street the effect would be even worse, and are of opinion that an overbridge here is neither necessary nor desirable if an efficient level-crossing be maintained and the Marine Lines Bridge be built as recommended. The Commitee in making these recommendations have considered the possibility of an underbridge at Church Gate Station or an overbridge between it and the Wodehouse Bridge and are of opinion that neither are advisable.

The Committee present are unanimous in the above opinions. (Sd). W. H. White, C. E. Secretary to Government, P. W. D. Chairman, (Sd). W. L. Harvey, Municipal Commissioner for the City of Bombay, (Sd). S. Rebsch, Chairman, City of Bombay Improvement Trust, (Sd). E. Gray Collector of L. R. C. and Opium, Bombay. (Sd) W. Harvey, Acting Agent, B. B. & C. I. Railway, (Sd). Ibrahim Rahimtoola.

Note.—Mr. Anderson, who had no opportunity for discussion remains outside the unanimous conclusion arrived at.

P. S.—The Committee beg to append a plan prepared by the B. B. & C. I. Railway showing Marine Lines Bridge with straight approach on town side and "low level roads" running back from end of approach to give connection with the Queen's Road but are of opinion that the latter while adding greatly to the cost of the scheme are of questionable benefit and unnecessary.

The Corporation having granted priority for the consideration of the subject, the Hon. Mr. Ibrahim Rahimtoola moved "that the copy of the letter from the Secretary to Government, P. W. D. Railway Branch, dated the 22nd May 1905, with accompaniments, regarding the construction of the proposed overbridge south of the Marine Lines Station be referred for consideration and report to a Committee consisting of the Councillors named below:—The President, the Hon. Mr. G. O. W. Dunn, Mr. James Macdonald, Sir Bhalchundra Krishna, the Hon. Mr. Vithaldas D. Thackersey, Mr. T. W. Cuffe, Mr. D. E. Wacha, the Hon. C. H. Setalwad, Dr. Jehangir J. Cursetji, [illegible] Dr. K. E. Dadachanji, Mr. Sassoon [illegible]hve, Mr. Jehangir B. Petit, [illegible] Khan Bahadur M. C. J. David, Mr. D. G. Pa[illegible] [illegible]seph Baptista, Mr. Dwarkadas Dharamsey, [illegible] Bain and Murzban, Mr. R. J. Kent, Mr. [illegible] Dr. Dinshaw B. Master, Mr. J. A. D. Mc[illegible] the Hon. Mr. Ibrahim Rahimtoola. In support of the resolution Mr. Ibrahim said the question had excited considerable public interest and therefore it should be carefully considered from all points of view that suggested themselves. Of course at present the letter from the Secretary, P. W. D., referred to only one overbridge at the Marine Lines Station, but in order to arrive at a decision, the Committee would have to consider three alternatives which he would lay before them later on. Councillors were aware that the Corporation had been very frequently after Government for the purpose of getting over the difficulties, which traffic had been suffering for years past in crossing the Churney Road level-crossing. He remembered that Mr. Cuffe had moved the Corporation on more than one occasion urging upon Government the desirability of asking the Railway Company to construct overbridges.

A question had now been started whether there was any necessity for railway south of the Grant Road Station. There were three alternatives which would have to be considered by the Committee before arriving at the final decision on the subject. The first alternative was whether it was possible to stop the railway at the Grant Road Station and to make suitable arrangements for the large passenger traffic that was taking place every day from the suburbs. The Corporation and the City at large were very anxious that the people should go and live out in the suburbs ; and one of the essentials to go and live out in the suburbs was the easy conveyances and easy means of travelling, now if the railway was done away with, the question was whether the authorities, by substituting electric tramway from the railways, would be able to meet the huge traffic which the B. B. and C. I. Railway brought into the city in the morning between 9 and half past 10 o'clock and between 5 and half past 6 o'clock in the evening. The second alternative was to accept the two overbridges which Government after being pressed so often had at the last moment decided to call upon the Railway Company to construct, and, when it was constructed the traffic which now ran along Queen's Road, would be diverted to the seaface road as far as the hill. The third alternative was to allow the things to remain as they were at present. Mr. Ibrahim did not think there would be one citizen in the whole of Bombay, who desired that the railway should remain, that Queen's Road should remain in the present state, that the traffic should be obstructed at Churney Road level-crossing as at present and that nothing should be done, For these reasons he did not wish to place any resolution before the Corporation, but would give his reasons why as representatives of the Corporation they had selected the site which had been accepted by Government for the construction of the overbridge, at any one of the places suggested by Mr. Anderson. There was not much difference between the sites suggested by Mr. Anderson and the Committee. Mr. Anderson's views were that one of the two bridges should be south of Marine Lines and the other at Church Gate north, that was to say both the bridges should be between the Marine Lines and Church Gate Stations, one being nearer Marine Lines and the other nearer Church Gate. The Committee thought that it was not desirable to have an overbridge north of the Church Gate Station for various reasons. What appeared to them most necessary was to construct a road from an overbridge at Marine Lines connecting it with the junction of several roads at the Framji Cowasji Institute, a point where the traffic concentrated from Cruickshank, Kalbadevi, Girgaum, Esplanade Cross, Esplanade and Queen's Roads. The Committee thought that an overbridge with such an approach, was eventually more desirable than an overbridge running across the Admiralty compound into the places, where statues were located. All these points had to be considered by the Committee just proposed by him. He hoped the Improvement Trust would also make some arrangements for approaches at the point. In conclusion Mr. Ibrahim again reminded the Corporation that the things existing at present were such as no citizen of Bombay would tolerate. Dr. Jehangir J. Cursetji seconded the resolution. He said considering the large number of people living out in the suburbs it was not desirable that the present means of travelling between Grant Road and Colaba should be removed altogether. He thought it impossible to meet the tremendous traffic now going on between these points, by the introduction of electric tramways even if cars were run at intervals of every two minutes.

Mr. T. W. Cuffe thought that the Hon. Mr. Ibrahim had rightly suggested that the Corporation should appoint a Committee to go into the question over which there was undoubtedly much to be said for and against. Mr. Cuffe considered that it was highly undesirable that the Corporation should at that stage express an opinion on the proposal of the Government until it had more data to go upon than it now possessed. If the recommendation of the Committee resulted in the formation of a very large Committee representative of various Committees of the citizens of Bombay, who were deeply interested in this question ; and, if that Committee was appointed by Government it would meet all the points and issues. It was certain that at the present time it was not possible for them to say whether it was practicable or not to remove the railway. It was alleged by "the Bombay Gazette" that it was proposed to transfer the whole of the traffic of the suburbs to the Grant Road Station. He (Mr. Cuffe) had never seen such a statement in print or mentioned by anybody. It was a false issue altogether to put forward for the benefit of the public. What the public and all of them desired was—for they were all deeply interested in the future welfare of the city—that now the time had come for the examination of the whole question as to whether or not this Baroda Railway from Grant Road was essential or not. Those two railway overbridges were merely incidents in it, because they realised that if they were once constructed, they should make up their mind that they continued the railway. The present agitation had sprung up against any hasty action being taken up by the Railway Board. It was an independent board responsible to nobody and it had resolved that the railway should remain where it was. It was to the action of the Board rather than of Government that the public had arisen to take exception to. The time had arrived for the consideration of the whole matter in a proper and comprehensive manner. He hoped members would agree that it might be decided by resolution of the Committee of the Corporation. There were many interests involved, which ought to be considered. He therefore hoped that the Committee would set to work and one of their suggestions would be that still a larger Committee be formed to go into the whole question. If that was done the public would be satisfied with the decision of that Committee. If nothing could be done the position of Bombay would not be worse than it was now.

Mr. D. E. Wacha observed that it was not historically correct to say that the question of the overbridges originated with the Railway Board. It was the Corporation that had been agitating this question since long before the Railway Board came into existence.

Mr. Haji Yusuf said overbridges at Patel and Elphinstone Roads were more urgently needed than at Marine Lines or at any other place.

Mr. Baptista suggested that the whole Corporation should go into a Committee. He said the Corporation had spent lakhs of rupees in acquiring lands for for an overbridge between Mazagon and Wari Bunder, and yet the railway authorities had done nothing to construct the bridge,

Dr. Sukhia was of opinion that in the interests of public health the railway should be removed not only as far as Grant Road but to Dadar and the traffic should be maintained by electric traction. The railway not only caused intolerable smoke nuisance but disturbed the well earned rest of those residing in Marine Lines. The passenger traffic between Dadar and the Fort could well be met partly by G. I. P. Railway and partly by electric tramways.

The Hon. Mr. Ibrahim having replied on the debate, the proposition was put to the meeting and carried.

AN ILLEGAL ALLOWANCE.

The Corporation considered the report of this Committee regarding the framing of a regulation to grant allowances to an officer or servant not entitled under the leave regulations in force to any allowance while absent on leave. The Committee in their report stated that after carefully considering the facts involved in the matter they were of opinion that the Corporation should uphold their resolution dated the 9th February last granting leave for nine months on full pay to Mr. A. F. Bruce, Deputy Executive Engineer, Water Works, with effect from the 18th February last and a first class passage home, and take the necessary steps to remove all doubts as to the validity of the orders passed therein. They, therefore, begged to recommend that the Standing Committee might be asked to frame a Regulation such as the one suggested by the Commissioner, quoted below :— In cases where an officer or servant is granted leave, under circumstances which do not entitle him under the Regulations in force to any allowance while absent on leave, the Corporation may authorise the grant to such officer or servant of such allowances as they think fit during his absence on leave." The same object can be attained by an alternative regulation to the following effect :—"In cases in which an officer or servant, not having attained the age of 50 and having put in at least 5 years' service of any sort, wishes to retire from Municipal Service, leave on full pay may be granted to him by the Corporation on the recommendation of the Standing Committee for a period not exceeding nine months, provided he has not contributed to the Pension Fund and is not entitled to any gratuity or allowance under the rules."

Mr. J. B. Petit had appended to the report a long minute of dissent in which he stated that Mr. Bruce should be informed that owing to legal difficulties the Corporation could not give him any gratuity at all even under the guise of allowance.

The Hon. Mr. Ibrahim Rahimtoola moved that they report be approved and adopted and a copy be forwarded to the Standing Committee, with a request that they might frame and submit for confirmation, under section 81 of the Municipal Act a regulation such as the regulation suggested in the second para of the report. He said it was conceded that the allowance granted by the Corporation to Mr. Bruce, was illegal under the existing law and the present step was taken to validate that illegal action to enable the Corporation to carry out the contract they had entered into with Mr. Bruce. Mr. Bruce had left the service on the distinct understanding that the Corporation had sanctioned his passage home and nine months' full pay. It was after the passage had been paid and Mr. Bruce had left that the illegality of the action was discovered.

Dr. Jehangir J. Cursetjee seconded the resolution.

Mr. J. B. Petit moved as an amendment that the report of the Committee be recorded and that the Commissioner be requested to inform Mr. Bruce that owing to legal difficulties, the Corporation were unable to pay him any gratuity prior to his resignation.

On a division the amendment was lost and the original proposition was carried.

The Corporation then adjourned till Thursday next.

THE IMPROVEMENT OF BOMBAY.

ALTERING RAILWAYS.

The report of the Committee of the Corporation regarding the extension of railway facilities within the City of Bombay, was laid before the Bombay Municipality yesterday :—

BOMBAY, 25TH MARCH, 1905.

The Government letter forwards to the Corporation the papers and asks for any observations the Corporation may wish to make on any of the points therein raised, and especially the Corporation's opinion on the following questions (or such of them as concern their interests) which questions "The Governor in Council considers should be determined before dealing with detailed proposals, for extension of Railway communication and facilities within the island":—

(i) Whether it is practicable and expedient to have all goods imported for places outside the Island or brought from such places for export by sea, dealt with on the Harbour side north of the castle.

(ii) Whether goods brought for local consumption could be dealt with exclusively or generally at or in the vicinity of Grant Road Station, or, if not, where goods yards for such traffic would be most conveniently situated.

(iii) Whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the deep sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other stations on the west.

(iv) Whether, in the event of the previous questions being answered in the affirmative, the Bombay, Baroda and Central India Railway should stop at Church Gate or should be continued to Colaba for suburban traffic.

(v) Whether for carrying out such arrangements as are indicated, single control of the lines south of point of junction would be necessary or whether they could not be effected by co-operation of the two Railway Administrations.

(vi) Whether for suburban traffic there will be substantial need that each Railway Administration should have running powers over the line of the other up to points outside the Island and if so, to what points, and whether there would be practical difficulty in carrying out such an arrangement.

Government add that, if it appears desirable, they propose to appoint a Committee for the purpose of reporting on these questions after personal discussion and hearing of evidence.

3. The proposals contained in the papers received from Government are such as will very materially affect the future development and sanitary administration of the City, and must therefore from a Municipal point of view, be very cautiously dealt with. The Committee beg to submit for the Corporation's perusal a Report obtained by them on the subject from the Commissioner, Mr. Harvey, No. 30093 dated the 26th December 1904, (with accompaniments). They beg to invite the particular attention of the Corporation to the remarks made by Mr. Harvey in his letter to Government No. 18191 dated the 8th September, 1904 an extract from which is appended to his report above-mentioned. It will be seen how little Municipal interests are consulted by certain public bodies in pushing forward their own scheme. The same scant regard for the City's interests is apparent in the papers received from Government, especially in the note, dated the 2nd July, 1904, by the Consulting Engineer for Railways, which deals ably with the subject under consideration from the point of view of the Railway and the Port Trust, but ignores the general requirements of the city. Mr. Harvey is of opinion that the scope of the enquiry proposed by the Railway Department is too narrow and that the Corporation should press very strongly for a more comprehensive enquiry, and that until such enquiry is held it would be premature to discuss the Railway requirements alone. In this opinion the Committee fully concur. They beg accordingly to recommend the Corporation to inform Government that the questions raised in the papers forwarded to them are of such a character that they could best be dealt with by an independent and representative Committee, who should examine them from all points of view, and not only from the point of view of Railways, and Port Trust and after taking evidence and ascertaining the general needs of the city should endeavour to reconcile all varying interests. A copy of Mr. Harvey's Report No. 30093, dated the 26th December, 1904, might at the same time be forwarded to Government with an expression of the Corporation's general concurrence in his views and observations.

JAMES MACDONALD,
P. M. MEHTA,
IBRAHIM RAHIMTOOLA,
K. E. DADACHANJI,
VITHALDAS D. THACKERSEY,
D. E. WACHA,
G. O. W. DUNN,
S. J. KENT,
M. C. MURZBAN,
N. J. GAMADIA,
DWARKADAS DHARAMSEY,
NADIRSHAW H. E. SUKHIA.

Unfortunately I have not been able to attend any meetings of this Committee and I do not therefore propose to sign the report.

A. MUIRHEAD.

I am in the same predicament as Mr. Muirhead and do not therefore sign the report.

H. S. DIKSHIT.

Minute by Khan Bahadur M. C. Murzban, C. I. E. :—

We are asked to consider and offer our opinion on six different points or such of them as concern our interests.

The Municipal Commissioner is of opinion that the two first questions, viz. —

(1.) Whether it is practicable and expedient to have all goods imported for places outside Bombay, &c., dealt with on the north side of the "Castle"?

(2.) Whether goods brought for local consumption could be dealt with at or near the Grant Road Station, or if not, where goods yards for such would be conveniently situated,

can best be dealt with by the Chamber of Commerce and other local Commercial Bodies, while the sixth regarding the running powers and control over suburban traffic would be within the province of the two Railway administrations. I agree with the Commissioner in this respect, but am of opinion that the fifth question also is one for the consideration of the two Railway Companies and the Railway Department of Government. I would therefore leave these four questions out of consideration.

The remaining two questions are of such vital importance to the City that, as suggested by the Hon'ble Mr. White and Mr. Harvey, the Corporation should urge upon Government the advisability and necessity of appointing a strong Commission representing all interests, to enquire into and report on the various points involved in the enquiry and to lay down definite lines of action for the future. These plans when definitely settled should, as far as practicable, be strictly adhered to.

The plans of the new Town on the Esplanade were carefully considered and drawn up by the late Rampart Removal and Architectural Improvement Committees (of which Committees, I was Assistant Architectural Secretary) some forty years ago under the able guidance of the then governor of Bombay, the late Sir Bartle Frere, who took a very keen interest in the improvement of Bombay. These plans have been so considerably changed by successive Governments (some changes being undoubtedly for the better) that the original intentions of the framers of the scheme have not been carried out.

To the questions put by Government, one more may be added, "viz.," whether any more stations should be added to the existing ones to afford greater facilities for local and suburban traffic?

As regards the question whether through trains for passengers from and to distant stations should be run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the proposed Deep Sea Pier, I may state that I doubt very much that many passengers will avail themselves of the facility to go direct to and from the Deep Sea Pier; such an arrangement would necessitate separate accommodation for passengers to and from steamers from the rest and also detachment of carriages either at Dadar or some other convenient place, causing delay without tending to add much to the comfort and convenience of the passengers.

Passengers to and from long distances would prefer to break their journey at Bombay for rest for equipment and other purposes. The only additional expense to those breaking their journeys in Bombay would be the expense of living and carriage hire for a day or two. The people most likely to avail themselves of the facility to go direct to and from the Pier would be Government officers going on or returning from short leave or those who may be pressed for time. On this subject Mr. Anderson states as follows in his note :—

"Railway Managers, who are in the best position to speak on the point find that under present day conditions the heaviest trains for homeward bound steamers are not on the day of the outgoing mail but on the day or two preceding its departure, the accepted explanation being that the majority of passengers prefer to have at least one day in Bombay in which to transact business with their agents, etc., etc., and presumably for similar reasons a large percentage of the arrivals from Europe do not proceed at once to their destination up-country."

I think the above is a correct statement of facts. I am of opinion that, although up-country passengers are not likely to go straight to and from the pier, still a station somewhere near the pier would be a great advantage, both for long distance travellers and for the convenience of local and suburban traffic on both Railways. All long distance trains of "both Railways" should go to the Victoria Terminus, and thence go on to the Pier Station, so that the necessity of setting apart passengers wishing to go straight to the Pier or of detaching carriages at Dadar or any other place would be avoided effecting a saving of time and inconvenience to the passengers.

This is not the first time that the question of having a Station in the Fort has been raised. It was some time in about the sixties, when the Government of Sir Bartle Frere or one of the two Committees above mentioned, I forget which, proposed that a central station should be built for both Railways near the Mint, and the proposal had so far advanced that a site was selected for that purpose. I do not remember the exact position, but it was somewhere near the Warrant Officers' Quarters in rear of the Town Hall.

A station near the Ballard Pier would take the place of the one proposed some 40 years ago. It would afford convenience to up-country travellers as well as to local and suburban travellers.

The B. B. and C. I. Railway along the Queen's Road is undoubtedly a nuisance, but as pointed out by Mr. Anderson, we are now reconciled to it, and it is not now felt much. Under existing conditions it is unavoidable, and must continue unless measures are adopted for its removal. If all long-distance trains were taken direct to the Victoria Terminus (and I do not see any reason why this should not be done), all goods trains stopped, and, if an electric train service were adopted for local and suburban traffic, much of the present nuisance would be removed. The proposal to have an overhead Railway along Queen's Road cannot be seriously considered. It would not only be enormously expensive, but would be inconvenient for passengers without removing much of the existing nuisance caused by noise and whistling of engines. The question, however, of having a tabular under-ground Railway from Grant Road to Colaba might be considered.

It seems, to me that as the line is there, and as expensive stations have been erected, and as we are reconciled to the nuisance, the present state of things might be allowed to continue, but a carriage drive from Wodehouse Bridge to Chowpatty bordering on the sea-shore might be taken in hand at once.

Colaba is not so unimportant a station, as it is by some made out to be. I was a member of a Government Committee, appointed some years ago, to consider the question of enlarging the Marine Line Station, and making it a terminal station. At that time certain statistics were placed before us which showed that the passenger traffic at Colaba was larger than at the Victoria Terminus. Probably, such is not the case now, still it shows that the proposal to stop the Railway service at Church Gate station is not worthy of adoption.

A line of Railway already exists from the Colaba Station to the Sassoon Docks. From this place the line might be extended to the proposed Station at or near the Deep Sea Pier. A part of this line might be laid on land to be reclaimed from the sea on the east side of Colaba. It would pass through the Government Dockyard and the Custom House, where an additional station might be established, such a line would be very convenient for Military as well as trade purposes.

A line might also be laid from a point near Sion to Mahim, so that there would be a complete line encircling the city. There was, years ago, a branch of the G. I. P. Railway to Mahim, the embankment of which still exists and might be utilized. The ground occupied by this line is presumably still in the hands of Government, the cost therefore of laying this line would not be very heavy. The Improvement Trustees intend improving and laying out the ground between Dadar and Sion. The connection, therefore, between Mahim and Sion would be a great convenience.

The Improvement Trustees have completed a large Reclamation at Colaba, and the Military Department propose carrying out another one near the Barracks. This would make Colaba more important than it is at present, and the extension of the Railway from the Sassoon Dock or rather from the Colaba Station to the Pier would be a great acquisition. The connection of Sion with Mahim would complete the environment round the City, and a complete local service of trains running every ten or twenty minutes will have the desired effect of easy travelling, and tend to induce people to reside away from the congested parts of the City. Government might be urged to impress upon the Port Trustees the advisability of at once removing the Cotton Green to Mazagon. There will then be hardly any goods traffic between Grant Road and Colaba and the B. B. and C. I. Railway should be requested to stop all goods trains between these points when the Cotton Green is shifted.

The attention of Government might also be drawn to the desirability of removing the Native Infantry Lines from their present position near the Esplanade to Colaba. This will give Government an opportunity to provide better quarters for the sepoys and make a large area available for building residential quarters for the people. It will also remove the complaint frequently made that while the Municipality compel private individuals to improve their houses, the sepoys' huts in the Marine Lines are allowed to remain in their insanitary condition. By the encirclement of the City by Railway Lines as above proposed, it would be possible to convey both European and Native troops to all parts of the City at short notice in cases of emergency.

As regards the question of the alignment of the Railway from Boree Bander to the Pier Station, it is evident that the line which would involve the smallest number of crossings through public roads should be adopted. The blue line proposed by the Consulting Engineer to Government seems to be the best from every point of view. It passes close to and can be made to pass through the Victoria Terminus. It crosses only one public road, the Frere Road, in only one place, and completely saves the St. George's Hospital. It possesses other advantages which Mr. Anderson has fully explained in his long note.

In the papers now before us, much is made of the nuisance likely to be caused to the inmates of the Hospital by the Railway in close proximity to it. In this connection I may state that I was one of the Committee which selected the present site of the Hospital. The question of the vicinity of the Railway and the noise likely to be created by passing trains, by shunting and whistling was brought prominently to the notice of the Committee, which consisted entirely of high Medical Officers of Government (Mr. Forrest and myself being the only laymen). They were of opinion that the patients would feel the existence of the Railway only for a day or two after their admission into the Hospital, after that they would be accustomed to the noise. We have not heard any serious complaints in this respect from the Hospital authorities.

Mr. Anderson has gone at great length into the question of the existing and future requirements of the Railways as regards yard accommodation, which shows that much larger areas will not be required and that by the adoption of the blue line of Railway suggested by him the European General Hospital can be saved.

With a view to remove overcrowding in the city, the Railway Companies and other public bodies should be instructed by Government to provide all future residences for their servants, who are not required to live near their works, outside Bombay. There are large areas of vacant ground lying between Bandra and Andheri, open to sea-breeze and easily accessible both by road and rail. These areas can be had at much lower rates than those prevailing in Bombay. But to enable people to live out there more speedy and cheap railway service is required, and cheap workmen's trains should run between Bombay and Andheri on the B. B. & C. I. line and between Bombay and Ghatkoper on the G. I. P. line.

Electrification of trains for local and suburban traffic has been suggested. Mr. Anderson has gone very fully into this question in para. 15 (p. 23 to 25) of his report. He has endeavoured to show that electrification has not brought about any advantage as regards economy of working in England. Mr. Hall is, however, of a different opinion. He says that well managed Railways in England are already dealing with the question of electrification, while one of them, the North-Eastern Railway, has already undertaken to electrify an important section of their line.

It appears to me that this question of electrification should also be fully investigated by the Commission which it is proposed Government should be asked to appoint. In the meantime we should, as suggested by Mr. Anderson, look forward to advantage which may be gained by increase of speed and frequency of service, and Government might be requested to insist upon the two Railway Companies carrying out these improvements on their lines.

M. C. MURZBAN.

11th February 1905.

(To be continued.)

THE BIG BILLIARD MATCH.

JOHN ROBERTS AND HIS YOUNG RIVAL.

When the mail left a fortnight's match had begun at the Caxton Hall, Westminster, John Roberts's two-and-twenty years' reign as a peerless cueman is imperilled. The young man who sat at the knees of the old master and learned from him is repeating history by challenging his skill; for H. W. Stevenson, the player who met Roberts, has modelled his game upon the lines founded and practised by the veteran. He is a physical pocket-edition of his more famous rival, yet full to the brim of all the resource and executive ability which have so long been limited to the name of Roberts.

The name of John Roberts, in connection with the indoor game, is a "household word." His father before him, in the period ranging from 1849 to 1870, was also the billiard champion. The mantle of his father descended upon the younger John, in 1883, after a decade of stern rivalry with William Cook. From that time forward John Roberts has enjoyed an uninterrupted and practically unchallenged supremacy. He is known in every corner of the earth as the champion of English billiards. As a creative force he ranks easily first of all billiard players, past or present. The present day high standard of skill has been attained almost solely through his efforts. But he is not so young as he was. Within a couple of months of his fifty-eighth birthday, he is nearing, if he has not already reached, the time when he might be expected to leave the competition field to younger men. He thinks otherwise. Never yet has he flinched from a test of merit. The day may come when he will have to resign the first position, but this will not happen without cues being crossed. The veteran is nothing if not tenacious. To show that he retains all his old confidence in himself, it is only necessary to point to the fact that he has insisted upon conceding a start of 2,000 points in 18,000 up to Stevenson, who was quite content to play on level terms.

For nearly five years, from the spring of 1900 till last summer, Roberts was engaged in a world's tour in which he visited all the great countries of the Far East. In his absence Stevenson and Dawson were masters of the situation. These two players contested for the position vacated by Roberts, and in their many meetings gave abundant proof that they were worthy of the distinction. Their rivalry was the salt of professional billiards. Just at the moment when they had seemingly decided to pursue their profession on terms of a more friendly character, John Roberts suddenly returned to England. It soon became known that he intended to try and resume his old place without consulting other people's feelings. To a round of enthusiastic welcoming, Roberts engaged in a series of matches. But the master-hand was not so effective or so productive as in the old days. His closest rivals rejoiced. Stevenson said; It is physically impossible for a man of his age to retain his form! For a long time these words appeared to hit off the reason of Roberts's in-and-out displays, so much more often below than above mediocrity, as gauged by the highest professional standard. Then Stevenson challenged for a match. Roberts replied by stating he would would give 2,000 points in 18,000, and stipulated for two-thirds of the gate-money. Stevenson did not at once agree. He did not like the idea of taking start. But no other conditions would suit Roberts. What he had said, he had said, and it was for Stevenson to take or leave.

Finally, the younger man had perforce to accept the terms. Before he gained the right to meet Roberts, however, he had to outpoint Dawson in a memorable match, and one in which he made the existing record break of 802. This removed the last obstacle to the match he had been so keenly seeking. In the intervening months the play of both men has been keenly followed. Bit by bit Roberts has improved, until this week, with Harverson as an opponent, he has shown form quite reminiscent of his very best days.

Right to the day of the match Roberts will be in harness. Not so Stevenson, however, who has been sojourning for some weeks on the South Coast. He recognises that this is the game of his life, and he has left no stone unturned so as to be physically fitted for his task.

The burning question of the moment in billiard circles is: Can the old man of fifty-eight years of age beat the young man of thirty? Roberts's sympathisers stand in the proportion of quite a thousand to one, for sentiment, more even than the popular belief in his scoring powers, has ranged all classes on his side. They will be satisfied to find their idol the biggest scorer during the fortnight's play. That is to say, Roberts may lose the match, but yet retain his claim to be considered as the first billiard player by scoring the larger aggregate of points, this may be accepted as the real issue.

OUR EMPIRE DUTY.

THE DUKE OF CONNAUGHT ON IMPERIALISM.

The annual dinner of the Royal Colonial Institute held at the Hotel Metropole, was specially notable on account of a spirited speech on Imperialism by the Duke of Connaught, who presided.

The Duke of Connaught, in proposing the toast of the evening, "Prosperity to the Royal Colonial Institute," said, "I think you would like to know what the Royal Colonial Institute is doing, what it has been doing and what it hopes to do. Gentlemen, the Royal Colonial Institute, to celebrate whose anniversary we meet to-day, has, since its inception in 1868, been engaged in a highly laudable and patriotic sphere of work. For nearly 40 years past its efforts have been directed to the unification of the British race throughout the world in ties of mutual interest and sympathy, thus drawing more closely together the scattered units of this mighty Empire. It is a matter for general congratulation that the British public has awakened to a more adequate sense of responsibility as citizens of a world-wide inheritance and that the policy of laissez-faire, which was at one time far too prevalent has been supplanted by a feeling of abiding interest in all that concerns the welfare of our fellow subjects in distant lands. When this Institute was founded, the new England beyond the seas did not occupy the same place in the affections of the masses of the people of these islands that it does to-day. A variety of circumstances have combined to bring about a notable change of view in this important particular. Among such influences may be mentioned the advance of scientific discovery, which has annihilated distance and bridged over many serious obstacles to social, commercial, and political intercourse. Thanks to the chain of telegraphic communication that now girdles the Empire, and the system of Imperial penny postage, which is all but universal, its inhabitants have been brought into closer touch. The idea of setting apart a special day for national celebration was happily conceived, and the Empire Day, which is fast approaching and which will be that of the birthday of our late gracious Sovereign my beloved mother, may be expected to evoke eloquent testimony to the solidarity of sentiment that distinguishes communities, which, though far removed in a geographical sense, are proud to maintain and cherish the glorious traditions of the British flag. We feel, and we know, that the patriotic enthusiasm which rallied our Colonies to the help of the mother country in her hour of need will call them together in the same cause whenever occasion requires. Yet another stimulus to national unity may be counted on through the noble academic foundation which we owe to Mr. Cecil Rhodes, whose splendid conception of assembling at Oxford typical representatives of the flower of our Colonial youth, where they may come into close contact with the great thinkers and writers of the day, cannot fail to exercise a far-reaching influence on their return to their respective homes.

"To all movements that tend to promote the unity of the Empire, and the development of the vast and varied resources of our great national estates beyond the seas, this institute has given its most cordial sympathy and support. The whole of its work is conducted on an entirely self-supporting basis, and in view of its practical usefulness I ask you to drink to the toast, 'Prosperity to the Royal Colonial Institute.'"

THE SCANDINAVIAN DIFFICULTY.

(Concluded from page 4.)

The Government, has declined to enter into any negotiations till the Consular Bill has been passed, but when these deliberations are entered upon—if ever they are—it will be only on the distinct understanding that the management of the Consular Service is in the hands of the Norwegian Government, and that the organization will be in conformity with the principles recognised by international usage. The new law is, according to the bill, to come into power on April 1, 1906, and that it will come into power is quite certain. There may be some delay, for the King can exercise his veto, but he cannot do this more than twice, and if the bill is, with the consent of the people passed three times it becomes law, whether the Sovereign approves of it or not. It is not at all unlikely, however, that the King will make the best of the situation, and sanction the law by Royal decree. Sweden will, however be left in an awkward position, for it will be necessary for Norway to have her own Foreign Minister. A Swedish Minister could not demand that foreign nations should recognise Consuls whom he has no power over.

The day a Norwegian Foreign Minister comes into his full powers the Union between Sweden and the Sister Kingdom will practically be at an end. Will the Norwegian people accept this position quietly or will they take up arms in defence of the Union? Many Norwegians are inclined to think that there will be civil strife, but there is no disposition in Sweden to resort to force. The Swedes say that they care nothing for the Union, but that they do not wish to see Norway at the mercy of Russia, who is supposed to covet certain Norwegian ice-free harbours. To this, however, the Norwegians reply that if Russia had any intention of seizing these ports Sweden most certainly could not prevent her doing so. Any how, for good or for evil, Norway is evidently determined to stand alone.

MR. CHOATE'S PARTING GIFT.

THE HARVARD MEMORIAL UNVEILED AT SOUTHWARK.

Among those Englishmen who have shared in the shaping of the destiny of America John Harvard, the Southwark man, is conspicuous. The other day there was unveiled in St. Saviour's Collegiate Church, Southwark, a memorial window which has been presented to the church by Mr. Choate, the American Ambassador in London.

The brief ceremony of the unveiling took place in the vestry of the church. An American ensign veiled the window, and there were present, besides Mr. Choate, his wife and daughter, the Archbishop of Canterbury, the Bishop Designate of Southwark, Dr. Butler, Master of Trinity College, Cambridge, Dr. Thompson, Archdeacon of the diocese, Canon Rhodes Bristowe, Canon Allen Edwards, Right Hon. Professor Bryce, M. P., and others. Mr. Choate pulled back the flag which hid the window, and the Bishop Designate of Southwark read the service on the unveiling of a memorial.

Subsequently, in the Lady Chapel, Mr. Choate explained he had presented the memorial from a desire to signalise his long residence in London by an appropriate gift, which should be in itself emblematical of the deep-seated and abiding relations of friendship which united England and the United States. As a loyal son of Harvard, he thought nothing could be more fitting than a permanent memorial of the principal founder of Harvard University. John Harvard, he went on to explain, was born in this borough, close to the end of London Bridge, and was baptised in this venerable church in 1607. He was educated at Emmanuel College, Cambridge where he spent eight years. Seeking larger freedom of thought than could be found in the London of that day, he emigrated to Massachusetts, where he died within two years of his arrival, prematurely, as it seemed, but in the fulness and perfection of time, as was now manifest. Finding the infant colony without means to establish a college in the wilderness in the first decade of their settlement, he bequeathed to its foundation his library and the half of his fortune, which amounted in all to about £1,700. Now, after the lapse of three centuries, that little college in the pathless wilderness had become a great and splendid University, great in prestige and renown, rich in endowment, and richer still in the loyal fidelity of its sons. It was not unworthy to be compared with Oxford and Cambridge, those more ancient nurseries of learning from which it drew its first life; and the name of John Harvard shared to-day the fame which mankind awarded to the founders of States. From the beginning until now the college had occupied a foremost place in America as a radiating centre of light and leading. In all the great movements of progress by which the United States had advanced from a little handful of storm-swept emigrants on the Atlantic cost to the Imperial Republic of to-day, Harvard University and its sons had had their full share. Very considerable had been the contributions of her sons to the social public and intellectual life, and, if all other books and papers were destroyed, American history could be fairly reproduced from the Harvard University catalogue and from what is known of the Alumni on her register. Thus, John Harvard unknown and of little account when he sailed from England, had been a benefactor to the New World and his generous and timely gift had borne fruit a million fold. He hoped this memorial wold long remain, in order that Americans might come to see the very spot where one of their proudest institutions had had its origin, and that it might remind Englishmen who visited it how inseparable were the two nations in their history and in their destiny. He hoped also that it might tend to keep alive a kindred spirit between the Universities of the two countries, for Harvard was just as surely the off-spiring of Oxford and Cambridge and the own daughter of Emmanuel as old England was the mother of New England. So long as ideas ruled the world, let the Universities of both countries band together for truth, and with one voice let them say to the youth of both lands: "Take fast hold of instruction, let her not go, for she is thy life."

The Archbishop of Canterbury, acknowledging the gift on behalf of the Church, recalled that Emmanuel College was founded by Sir Walter Mildmay, a Statesman in Elizabeth's reign. When Sir Walter next appeared at Court Queen Elizabeth greeted him thus:—Sir Walter, I hear you have erected a Puritan foundation! Nay, Madam, replied Sir Walter, I have but set an acorn, which when it becomes an oak, God alone knoweth what will be the fruit thereof. All unwittingly, as they had heard to-day, Sir Walter had sown the American maple along with the English oak. The Primate added that Harvard was also confirmed in St. Saviour's Church by the saintly Bishop Andrews, and, going on to refer to Mr. Choate, said that when the story of the present epoch was written, it would be found that none had done more to cement the friendship between England and America than Mr. Choate.

It is very extraordinary that so few of the Irish Nationalists ever seem to understand that when a disorderly expresssion has to be withdrawn, decent feeling dictates that the withdrawal should be prompt and unqualified. For instance, Mr. Dillon had to withdraw the expression "cowardly," yet he could not do so without protesting, first, that it had been used to himself without the Chairman interfering, and that he believed it to be perfectly in order. It is this kind of thing which, graver questions altogether apart, makes Englishmen and Scotchmen feel that in no circumstances could an Irish Parliament be a credit to the Empire.

It is interesting to learn that the orders for automobiles given by Russia to German firms are now being executed, and that in a few weeks many of them will have arrived in Manchuria ready to be used for the first time in actual warfare. The idea is to have a complete automobile corps, made up of soldiers out of the Russian railway regiments, and the results of this first attempt to utilise horseless traction in improving the mobility of an army in the field will be watched with keenest attention by all military authorities. As a correspondent of the "Times" remarks, it is not difficult to understand Germany's peculiar interest in the subject, for the city of Paris is alone capable, in case of war, of conveying by automobiles considerably more than 100,000 men within a few hours to the French frontier.

THE WEATHER.

(BY TELEGRAPH.)

SIMLA, JUNE 12.

General rain has fallen on the South Burma Coast and local showers in the interior of Burma. Assam, West Peninsula, Tavoy, Moulmein and Diamond Island report 4 inches of rain, Bassein and Dhubri 2 inches, Mergui, Rangoon and Poona, 1 1-2 inches, Thayetmyo and Mangalore 1 inch. Rain is probable generally in Burma and locally in Assam, East Bengal and South-West Peninsula.

THE WEATHER AT MATHERAN.

The following are the weather observations at Matheran :—

Date June	Temperature Max.	Temperature Min.	Rainfall Inches	Rainfall Cents
10th	78°	70°	0	00

RAINFALL IN BOMBAY.

	Byculla. In.	Byculla. Cts.	Esplanade. In.	Esplanade. Cts.	Fort. In.	Fort. Cts.	Colaba. In.	Colaba. Cts.
Previously registered	00	23	0	55	0	50	0	17
Monday 12th June	0	0	0	11	0	16	0	6
Total	00	23	0	66	0	66	0	23
Total fall to 12th June '04	10	26	8	78	8	72	7	41
Total fall to 12th June '03	00	60	7	23	7	15	7	58

THE WEATHER AT SEA.

The tug Harold, Captain J. M. A. Glover, which arrived here yesterday, from London, reports having met with strong S. W. wind up to longitude 60 degree E and then moderate.

The steamer Southgate, Captain G. Thompson, which reached Bombay on Sunday from Calcutta, met with light wind and heavy rain.

The German East Africa Line steamer Reichstag, Captain H. Ihle, which came in on the 11th instant, from Durban, experienced S. W. monsoon, but not very strong.

The steamer Craigard, Captain R. Milburn, which arrived at Bombay, on the 10th instant, from Calcutta, met with heavy rain and variable wind.

The B I S N Co.'s steamer Fultala, Captain A. J. Windebank, R. N. R., which arrived in Bombay harbour on Saturday, from Melbourne, reports having had moderate fine weather, heavy rain squalls and cloudy weather during last few days.

OBSERVATIONS TAKEN AT 8 A.M. ON MONDAY, THE 12TH OF JUNE.

STATIONS.	Pressure 8 A.M.	Wind. Direction.	Wind. Average hours.	Temperature in Shade. Maximum of past 24 hours.	Temperature in Shade. Minimum of past 24 hours.	Humidity 8 A.M.	Rainfall. Past 24 hours.	Rainfall. Since 1st June to date.	Rainfall. Variation, 1st June to date.
Bushire	.....	....	..	.....	...	...	.....	.....	......
Jask	29·641	Calm	10	96·3	81·2	86	.....	0·00	— 0·11
Muscat	.....	.....	...	.....	...	...	.....	.....	.....
Aden (29th)...	.....	.....	...	.....	...	...	.....	.....	.....
Lahore	.....	.....	...	.....	...	...	.....	.....	.....
Sirsa	29·581	WSW	3	101·3	80·6	43	.....	0·00	— 0·37
Delhi	29·551	WNW	6	103·2	95·7	36	.....	0·16	— 0·39
Agra	29·520	SW	6	105·5	86·9	34	.....	0·90	+ 0·47
Cawnpore	29·522	W	6	107·0	85·3	25	.....	0·00	— 0·87
Allahabad ...	29·514	WNW	6	108·6	86·0	36	.....	0·37	— 0·45
Jhansi	29·565	WSW	7	108·5	81·2	50	.....	0·70	+ 0·10
Jacobabad ...	29·496	S	7	112·2	84·6	56	.....	0·00	0·00
Karachi	29·634	W	23	93·4	81·8	70	.....	0·00	0·00
Jeypore........	29·589	WSW	9	104·2	81·1	42	.....	0·37	+ 0·09
Ajmere........	29·635	W	17	102·9	86·5	55	.....	0·41	— 0·10
Deesa........	29·692	WNW	14	106·8	80·0	62	.....	0·00	— 0·15
Ahmedabad..	29·701	W	7	106·3	81·8	59	.....	0·00	— 0·93
Bhuj	29·684	WSW	21	98·3	79·0	74	.....	0·00	— 0·35
Jamnagar ...	29·707	W	24	95·1	77·2	81	.....	0·00	— 0·45
Dwarka	29·717	WSW	18	88·4	81·8	81	.....	0·00	.....
Rajkot	29·721	W	13	100·4	73·7	64	.....	0·37	— 0·34
Bhavnagar Para.	29·738	SW	14	103·6	79·5	64	.....	0·00	— 1·08
Veraval	29·745	W	11	87·6	79·3	84	.....	0·01	— 0·45
Neemuch	29·659	WSW	12	100·5	82·7	51	.....	0·00	— 0·75
Indore	29·692	W	7	91·1	78·6	68	0·03	0·93	— 1·78
Saugor	29·590	W	9	104·4	83·1	20	.....	0·47	— 0·63
Jubbulpore ...	29·587	WSW	4	105·0	83·6	38	.....	0·14	— 1·02
Hoshangabad	29·619	WNW	4	103·1	83·7	48	.....	0·02	— 1·50
Khandwa......	29·660	NW	20	94·7	83·1	53	.....	0·00	— 1·57
Raipur	29·517	N	3	106·5	87·9	24	.....	0·23	— 1·37
Nagpur	29·589	NW	11	109·1	85·5	36	.....	0·75	— 1·49
Amraoti	29·625	WNW	10	105·8	83·5	47	.....	0·06	— 2·09
Akola	29·674	WNW	16	101·3	82·9	54	.....	0·00	— 1·50
Surat	29·742	W	9	93·2	81·6	74	.....	0·01	— 1·32
Malegaon......	29·714	WNW	6	92·4	75·0	71	0·01	0·08	— 1·31
Bombay	29·757	NW	9	92·5	81·6	76	0·05	0·14	— ·76
Poona........	29·774	W	11	92·0	71·4	82	1·69	2·82	— 0·93
Ahmednagar.	29·769	NW	9	82·3	71·5	77	0·03	0·16	— 2·64
Aurangabad..	29·718	W	17	91·4	74·2	64	.....	0·00	......
Sholapur	29·761	NW	10	87·5	75·0	72	.....	0·11	— 2·03
Ratnagiri......	29·775	Calm	8	90·9	78·9	65	.....	0·45	—10·45
Bijapur........	29·784	W	8	82·3	72·2	94	.....	1·29	— 0·61
Belgaum	29·771	WSW	14	84·8	68·8	81	.....	2·20	— 0·88
Mormugoa ...	29·780	NW	8	88·3	77·4	79	0·19	1·82	— 6·20
Karwar........	29·782	Calm	4	86·3	74·5	81	0·16	9·11	— 4·93
Mangalore ...	29·802	Calm	7	84·3	74·4	87	0·90	9·34	— 5·32
Calicut	29·803	E	6	87·5	75·7	84	0·18	8·23	— 6·10
Cochin	29·817	E	M	88·9	76·9	85	.....	9·15	— 2·42
Bangalore ...	29·816	WSW	12	87·6	64·3	78	.....	0·45	— 1·32
Hyderabad (Deccan).	29·666	W	8	95·9	80·1	47	.....	0·00	— 1,71
Masulipatam.	29·621	NNW	11	103·7	83·5	66	.....	0·13	— 1·75
Bellary........	29·751	WNW	10	87·0	75·2	65	.....	3·37	— 2,44
Cuddapa	29·731	NW	M	96·2	79·9	70	.....	0·23	— 1·09
Madras	29·692	W	8	101·5	83·5	53	.....	0·13	— 0·77
Coimbatore....	29·802	WSW	10	91·9	71·6	78	.....	0·21	— 0·41
Trichinopoly.	29·742	SW	11	99·1	78·8	58	.....	1·47	— 0·73
Nagapatam....	29·739	W	11	102·2	78·0	56	.....	0·24	— 0·29
Colombo	29·811	SW	11	87·0	78·5	83	0·03	0·65	— 3·8

In column Wind "Rate per hour" L=Light, M=Moderate F=Fresh, S=Strong, H=Heavy.

Bombay Local Rainfalls :—J. J. H.=0·00 (0·25); G. T. H.=0·00 (0·66); St. G. H.=0·00 (0·66); C. P.=0·00 (0·09).

SUMMARY.

Pressure has changed irregularly and by small amounts over nearly the whole country. The barometer is generally in excess of normal.

Winds are south-westerly to north-westerly at the majority of the reporting stations. The force has been strong in Lower Sind, Gujarat and at Ajmer, Akola and Aurangabad.

Temperature.—The maximum temperature has been 5° to 8° in defect of normal at Sirsa, Indore, Ahmednagar, Sholapur, Bijapur, and Bellary and 5° to 10° in excess at Negapatam, Masulipatam, Amraoti, Nagpur, Raipur, Jubbulpore and Bhavnagar Para; minimum 5° to 12° in excess in Berar and at Hyderabad (Deccan), Nagpur, Raipur, Neemuch, Ajmer, Jhansi and Delhi. The highest temperature in the shade was 112° at Jacobabad and the lowest 64° at Bangalore.

Cloud and Humidity.—The sky is more or less cloudy in many places.

Rain.—Poona reports 1·69", Mangalore nearly an inch and Colombo, Calicut, Karwar, Mormugao, Sholapur, Ahmednagar, Bombay, Malegaon and Indore light showers.

Weather along the coast from Cochin to Bombay is slightly favourable for local showers.

Weather during the week ending 10th June, in the Trades region :—

Mauritius.—Pressure was ·03" below normal; wind was variable and blew at the rate of 7 miles an hour. An inch of rain has fallen.

Zanzibar.—Pressure had been ·08" below normal. Wind was southerly and 5 miles an hour. An inch of rain has fallen.

Seychelles.—Pressure fairly normal; wind was south-easterly and 10 miles an hour. No rain fell.

N. LESLIE,
Meteorological Reporter for Western India.

THERMOMETER READINGS.

TUESDAY NIGHT.— JUNE 11.

10 p.m. .... 81·8

WEDNESDAY.— JUNE 11.

6 p.m. .... 82·4
10 a.m. .... 85·2
2 p.m. .... 90·5
4 p.m. .... 88·5

Whether Mr. Winston Churchill understands or not that he was most effectually snubbed may be doubted, but at any rate every one else in the House is acutely aware of the fact. Having addressed a particularly impertinent question to the Prime Minister, which was met with contemptuous silence, he made two more efforts to obtain an answer. After the second, the Deputy Speaker quietly remarked, "The Clerk will now proceed to read the orders of the day," and the House dissolved in laughter.

Referring to the recent outbreak of cerebrospinal meningitis at Irthlingborough, a contemporary quotes a letter, dated December 4, 1742, from a Norfolk clergyman, which contains the expression, What do you hear of a malignant spotted fever at Cambridge? If this really referred to spotted fever it would be exceedingly interesting from the point of view of medical history, as the disease is not supposed to have been identified until more than half a century later.

If it's
Consumption

The best present you can take home is a bottle of

Ayer's Cherry Pectoral

It quiets the cough, makes breathing easy, and heals the lungs. And it cures, even advanced cases. Make no mistake. Be sure and get Ayer's Cherry Pectoral, the standard cough remedy of the world. Sold for 60 years. Beware of imitations.

In large and small bottles.

Avoid constipation. Hasten a cure by the use of Ayer's Pills.

Prepared by Dr. J. C. Ayer Co., Lowell, Mass., U.S.A.

HIGH COURT.—June 13.

Before the Hon. the CHIEF JUSTICE and the Hon. Mr. Justice BATTY.

Appeals for hearing and final disposal.

1378—Tyabji D and Co—Ghillabhai Monordas vs Tribhovandas Narotumdas Malvi and others—Matubhai J and M—Edgelow G and W.
1384—Edgelow G and W—Khatan Hirji and another vs Haji Noormahomed Cassum Mitha—Mulla and M.
1391—Hayabhai Bai Moohbai widow vs Kursondas Vassonji and another—Matubhai J and M.

Before the Hon. Mr. Justice B. TYEBJEE.

Summary Suits for dismissal in Chambers.

224,05—Thakurdas and Co—Esmalji Esufali vs The firm of Hussonally Mulla Hakimji and Brothers—Matubhoy J and M.

Summary suits to be heard in Chambers.

259,05—Captain and V—Haji Noormahomed Cassum vs Cowasji Jehangir and others.
270,05—Captain and N—Haji Noormahomed Cassum vs Pestonji Jehangir.
468,05—Captain and V—Haji Noormahomed Cassum vs Cowasji Jehangir and another.
215,05—Captain and V—Abdoola Khakibhai and others vs R M Dalal—Testamentary suits.
258,05—Mirza and M—Haji Noor Mahomed Cassum vs Burjorji Bomanji Jussawalla.
30,04—Jamsedji and R—Kashinath Baban Bhor vs Ananta Balkrishna Pai and another—Chitnis and M.
2,05—Mulji and D—Valiavahoo widow vs Raoji Hemraj Mulla and M.

Long Causes.

751,03—Nadirsha and T—Bayaji Gungaram vs Shambhoo Namdeo Vanjari and others—Balkrishna and M—Part heard.
771,01—K D Shroff—Mahomed Cassum Dharamsey vs Joseph Ezekiel and others—Crawford B and Co—Payne and Co and Little and Co.
611,03—Madhavji and R—Vithaldas Damodhar and another vs Roopcooverbai widow and others—Bhyishunker K and G.
449-03—Jamsetjee and R—Abdool Hossein and Moola vs Jan Mahomed Mcherally and others—In person M B Chothia.
730-04—Bhaishanker K and G—Sickaram Samiramall vs Jagmohandas Vandrawandas Bhaisett—Payne and Co.
250-04—Unwalla and P—Motibai vs Rustomjie Byramjee Daruwalla and another—Pestonjee R and K B Mehta.
538 04—Hiralal D—Cawasjee Engineer vs Balajee Jagannath
882-04—Hiralal D—Bai Deokorebai vs Munmohandas Ramjee and others—Ardeshir H D and Co and J R.
883 04—Mulji and D—Jan Mahomed Hajee Oosman vs Hajee Ganny Hajee Oossman—Captain and V—Testamentary suits.
23,01—Sorabji and J—Madwsudhan Raghaba and another vs Mathurabai widow—In person.
15,04—Tyabji P and Co—Bai Memabai widow of Runchordas Dewchund vs Kanji Walji Madhavji and K.

Before the Hon'ble Mr Justice BATCHELOR.

Suits for hearing and final disposal.

Short Causes.

346-04—Bicknell M and R Goverdhandas Gokaldas vs Nursingdas Shrikisondas.
722-02—Ardeshir H D and Co—Ardeshir Framjee and others vs Haji Ebrahim Haji Ebrahim Haji Vayandina.
778,04—Pestonjee R and K Pestonjee Jehangir Hormusji vs Premchand Roychand Edgelow and G and W.
74,05—Dikshit D and S—Anandrai Kombal Dalal vs Nurrotam Kudwa Kanga and P.
167,05—Inperson—Jiyanarain Foolchand vs Joggonnath Kisorilal.
108,05—S B and Noble—W B Keen vs C H Lewis.
193,05—S B B and Noble—Vishnu Hari Barve and others vs Lieut A D Connes and another.
194-05—S B and Noble—Vishnu Hari Barve and others vs Captain R I Beowell.
203,05 Unwalla and P—Dr Bhowonishunker Balkrishna Dadarkar vs Abliyabai widow.
207,05—Daphtary and F J F—Bradbury and others vs The Koilpatty Spinning and Co.
208,05—Tyabji D and Co—Raja Gokuldas Krupalchund and others vs Ruttonlal Jerawarmul and others.
210,05—Mulla and M—Abdoola Khakibhai and others vs Nawab Mahomed Kamaludin—Payne and Co.
230,05—Matubhai J M Ruttonjee Hormusjee Bhapa vs Pitamber Praggu and others.
260,05—M R Vakil—Khurshedjee Nowrojee Shroff vs Nuserally Dawoodjee and others.
267,05—M B Chothia—Peerbhoy Cassumbhoy vs Jafferbhoy Hassunbhoy.
272,05—K D Shroff—Ardeshir Shapoorjee Nariwala vs Dibbai widow and others.
273,05—Thakurdas and Co—Hormusjee Nashirwanjee Vakil and others vs Zohorabibi widow and others.
174,05—Payne and Co—Mamoobai vs Meghjee Moorji—Mbakurdas and Co.
276,05—M R Vakil—Hemraj Vundrawan vs Keshav Upandhar Kadwa and others.
279,05—S B and Noble—Haji Mahomed Abba and others vs Karim Mahomed Tajubhai.
286 05—Shamrao and M—Haji Ahmed Haji Oosman vs Pirji Vazir.
281,05—Shamrao and M—Haji Ahmed Haji Oosman vs Essub Ahmedji.
282,05—Shamrao and M—Haji Ahmed Haji Oosman vs Karim Chanda.
284,05—Shamrao and M—Haji Ahmed Hajee Oosman vs Mariambai.

For an exparte decree.

223,05—Payne and Co—Manilal Moolji vs Goolabsing Gopalrai and others—Edgelow G and W.
203,05—Payne and Co—Leopold Casella and Co vs Goolabsing Gopalrai and others—Edgelow G and W.

For Dismissal.

64,05—Thakurdas and Co—Esmailji Esufali vs The firm of Hassonally Mulla Hakimji and Bros—Matubhoy J and M.

For final decree.

423,01—Payne and Co—Ebrahim Essobhai vs Poonjabai widow and others—Mulji D and K.

To speak to the Minutes of the Order.

62-78—Khunderao S and L—Moroba Yadow Joshi vs Dorabjee Ardeshir Buxey—Daphtary and F.

Suits for Hearing and Final Disposal.

Long Causes.

129-03—Edgelow G and W—Hajee Sulleman Dohani vs Mahomedbin Abdool Hossein and another—Mirza and M—Part heard.

For Trial of Issue.

407-03—Wadia G and Co—Suntabai vs Ramkanvarabai widow and others—Edgelow G and W J F Lentar and Payne and Co.

Long Causes.

841-04—Khanderao S and L—Jenabai widow and others vs Hakim Sadumiya Imam Saheb and another—Nadersha and T and in person—For postponement.
37-05—Khunderao S and L—Mahomedally bin Ebvor Meyacoor vs Abdoola Mea in Alf Saheb Coor and others—M M Cama.
753-04—Nadirsha and T—For pouper—Bi anital widow vs Velji Khoda and others—B Mehta.
46-01—Edgelow G and W—Runchordas Vandravandas vs Dharamdas Jamnadas—Tyabjee D and Co.
864-01—M B Chothia Bomonjee Shapoorjee Chothia vs Rustomjee Pestonjee Hongkongwalla and another—Payne and Co.
943-05—M B Chothia and Co—Bomanjee Shapurjee Chothia vs Rustomjee Pestonjee Hongkongwalla and others—Payne and Co.
249-02—Pestonjee R and K—Ebjee Oomersey and others vs Waljee Mathurdas and others—Raghavaya and B E G and W—Tyabjee and Co.
14-03—Payne and Co—Jethmull Ramanand and others vs Janardhan Sowlaram and others—Dikshit and D S—K G and W.
402-03—Bicknell M and R—Khadembai widow vs Hoorbai, widow and others—Captain and V.
379-05—Mulji and D—Haji Roogul the Vallee Gul and others vs Yemunabai, widow and others—Captain and V.

Before the Prothonotary

For Investigation of Pauperism,

10,05—In person—Bhagoobai widow vs Framji Pestonji Writer.
13,05—In person—Mudarkhan Enaserkhan and others vs Ismailji Essofaly Tajbhoy.

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CHOICEST WEST INDIAN LIME FRUIT.
Do not accept substitutes—Worthless imitations made from cheap lemon juice—but insist upon having ROSE'S in the well-known bottle embossed with the lime-fruit.

NAVAL AND MILITARY NOTES.

THE "Daily Chronicle" says: It is not pleasant to learn that "ragging" sometimes goes on in the Navy. That it "is a way they have in the Army" is only too well-known; but we trust that it will never become also "a way they have in the Navy." It means that there is something wrong with discipline, and, as some recent cases in the Army have shown, it does not make for efficiency. Too often the victims of such treatment are most zealous officers and those who take their profession most keenly and seriously. The Admiralty is to be congratulated on the quick and summary punishment which it metes out when cases of ragging are brought to its notice. Mr. MacNeill put a question about a case of the kind and Mr. Pretyman was able to show that the Admiralty's action had been short, sharp, and decisive. The captain of the vessel on which the case occurred was at once superseded; the others concerned "were suitably dealt with'; and a circular had been issued to the Fleet making it perfectly clear that the Admiralty are determined that this practice shall cease.

The "Westminster Gazette" asks:—"Can it be true that there is not a single officer in the British Army who understands the Japanese language? The "Phonetic Journal" makes the statement that some time ago one of the Assistant-Directors of Military Operations on the staff of the Army Council compiled a book on strategy, and the Japanese War Office authorities, perceiving its value, translated the work, and forwarded the author some copies of the translation. The author, not knowing the language turned over the leaves of the Army List, and found that not a single officer in the British Army was qualified to act as interpreter in the language of our allies! It cannot be the language that is the difficulty, for Chinese is less easily learned, and the Army boasts four experts on the lingo of the Middle Kingdom. But whatever the reason, the fact, considering our interests in the Far East, is surely anything but creditable."

The "Globe" says:—"The Council of the Royal Asiatic Society takes up a very strong position when urging the necessity of bringing into active being a State institution for the promotion of Oriental study. It is certainly not creditable to a country ruling over more Asiatic subjects than all the other European and American nations combined that such studies can be much better carried on at Berlin or Paris. The report states that Anglo-Indian officers frequently take furlough to one or the other of those capitals instead of coming to London, solely because the facilities for learning what they want to learn are so highly superior. There would be no lack of competent teachers were the Royal Asiatic Society's aspiration fulfilled; we are amply supplied with Orientalists of the highest attainments. But as in many other matters, England is satisfied with the arrangements which served well enough to keep her in the front rank when foreign competition did not seem likely ever to smirch her laurels. That being no longer the case, the Royal Asiatic Society should not appeal in vain for founding an endowment of a London centre for Oriental study not inferior in learned competency to those at Paris and Berlin. As it would be of great benefit to India, directly and indirectly the cost might be equally shared between the two Treasuries. Both spend freely enough on objects not nearly so much wanted for the renown of the greatest of Asiatic Powers.

The "Moniteur de la Flotte" recently discussed the delicate questions that have arisen from the sojourn of Admiral Rozhdestvensky's fleet at Kamranh Bay. We have noticed that some Nationalist papers like the "Echo de l' Armee," have described the protest of the Japanese as the greatest affront to which the French have been subjected since Fashoda, but the "Moniteur" is more discreet and approaches the matter from a legal point of view. It lays down the axiom that the rules of neutrality, not having been made the subject of any international agreement, every State has an absolute right to make such regulations as it pleases. The French proclamation of neutrality in 1898 had reference to the Spanish-American War and not to the present situation, but it was laid down that belligerent vessels should not be limited in their stay in French waters unless they were accompanied by prizes. The twenty-four hours' rule adopted by Great Britain and some other Powers is not a part of international law, and not having been adopted by France, belligerents may remain in French waters as long as they please. But, says the "Moniteur, the Japanese insist that the Russians made a base of Kamranh Bay, this being a flagrant breach of neutrality. French regulations however, say touching this matter, that belligerents cannot increase the number or strength of their guns or buy or embark arms or munitions of war with the help or resources of French territory but the "Moniteur" asks who can think that the Russians took this course at Kamranh! At least, it is for the Japanese to prove that they did so. It has been asserted that the Russians took coal on board, but the French regulations would make it possible for them to receive enough combustible to take them to their nearest port, which in this case would be Vladivostok. As a matter of fact however, it is well known that the Russian ships have been supplied with coal by the transports which have met them at appointed places. The "Moniteur" insists that it was precisely in order to respect the rules of neutrality that Admiral Rozhdestvensky has been followed and met by his colliers and store ships.

In the year 1908 France will possess 59 armoured and analogous vessels and 350 vessels belonging to the flotilla. M. Thomson recently gave the corresponding figure for Great Britain as 93 and253, for Germany 46 and 147, for the United States 45 and 63, for Italy 23 and 136. It will be noticed that France attaches very much more importance than other Powers to her defence flotilla, and yet, as M. Thomson said, the Ministry has been reproached for having expended so much upon large vessels. Not only is the number of vessels of the flotilla larger than elsewhere but it increases more rapidly. Thus the increase up to 1908 from the present year will be 15 per cent., while in this country it will be 4 per cent. in Germany and Italy 11 per cent., and in the United States 16 per cent. Moreover, the mean displacement of the larger vessels is 9,800 tons, while that of the flotilla is 130 tons. In the British Navy the respective displacements are 13,500 tons and 275 tons. in Germany 9,800 tons and 260 tons, in the United States 12,400 tons and 275 tons, and in Italy 10,800 tons and 120 tons. These figures will suggest to our readers the disparity which has existed between the naval policy of France and of other countries, though, as far as can be foreseen, a new policy is about to be entered upon.

A large floating target for the use of land batteries in New York harbour, has been launched at the navy yard, New York. It is 12 ft. square and will require a large amount of ballast to keep it in position. It is built throughout of steel and of the same thickness as that used in a battleship below the water-line. The target, which is the first of its type built in the United States, is intended to combine both a target for practice and an experiment to determine the effect of shots from shore batteries on that portion of battleships below the water-line and unprotected by plate armour. It is intended to give the new target the same draught as a battleship, and there will be 12 ft. above water. On the top of this will be placed the target for practice. This has been constructed with watertight compartments and double bottoms, and will be as nearly as possible like the hull of a battleship.

The sooner this state of affairs is brought to an end the better for the Army and the State. There are rumours that Mr. Arnold-Forster would gladly seek retirement being filled with some sense of failure, and it is whispered that the Prime Minister considers the appointment he made unfortunate. Nothing has been lacking to the Secretary of State in enthusiasm zeal, or goodwill, but these things do not in themselves make a good minister. The truth is that we are still in a transition state in regard to Army administration. We have the machinery, but it is not yet in working order, and apparently until the next General Election we must have "modus vivendi." We adjure the members of the Army Council, therefore to brace themselves to the task of constructive criticism—to apply themselves particularly to the creation of the General Staff—and the Secretary of State to give ear to their counsels and not any more to make appointments or arrive at decisions which have not behind them the weight of military opinion and are not inspired by any thought other than the fitness of men for the duties to which they are appointed.

Among the various statements made by Mr. Balfour there were some others that will naturally arouse curiosity. History and reason alike show that those hostile expeditions over sea are most likely to be successful which are upon a small scale and perhaps 70,000 may be taken as a minimum, but it might be safer to imagine 100,000 being embarked at two ports moving independently with the purpose of landing at different places and making a march of concentration. For a short sea-passage transports would be crowded, and the estimate of tonnage arrived at would seem to be excessive. No such operation, however would be attempted, we feel sure without a powerful fleet to cover the operations and it is most unreasonable to suppose that our Navy could be employed independently of the objects of such a fleet.

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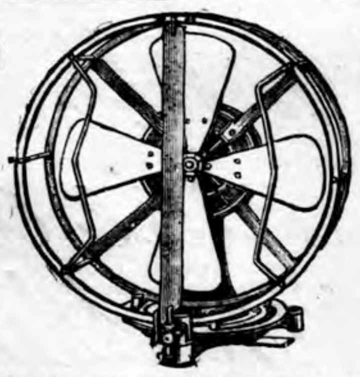
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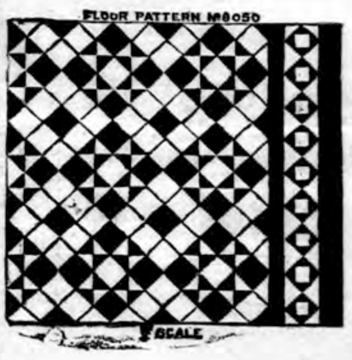

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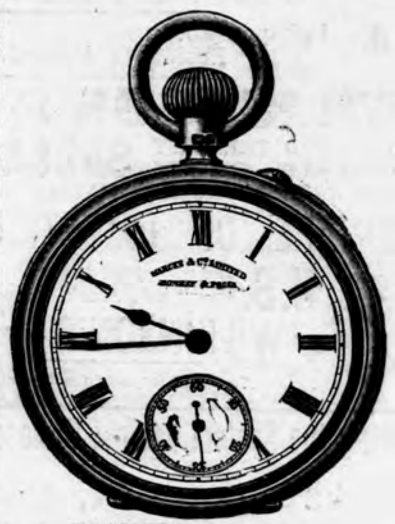

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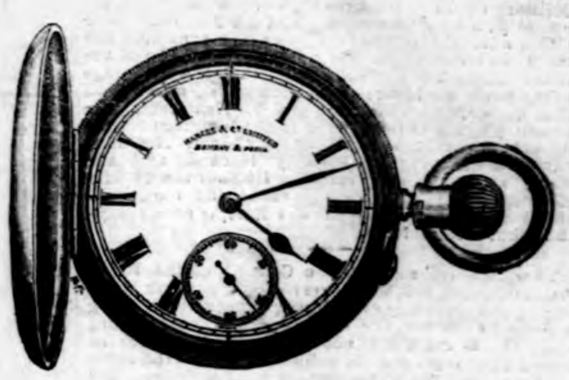

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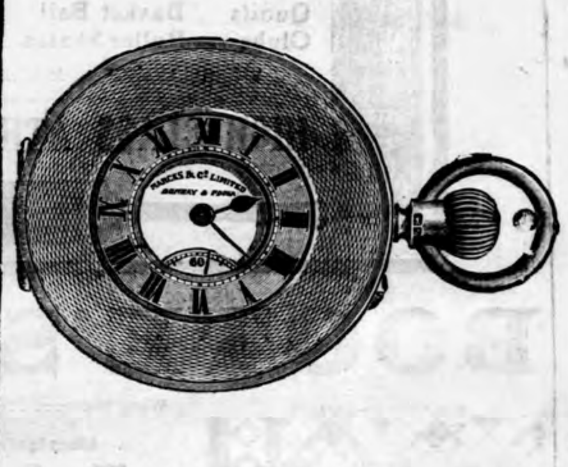

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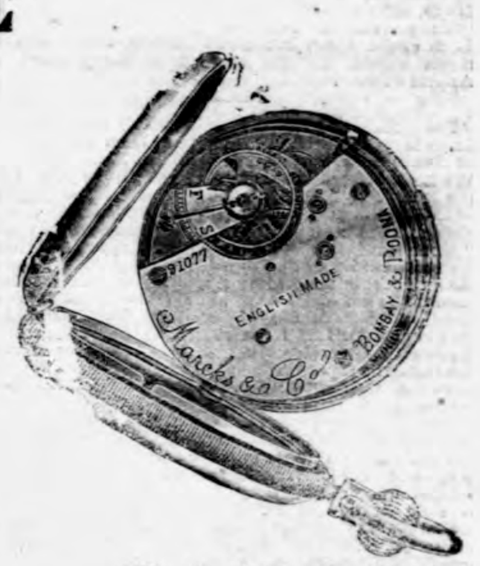

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